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No. 27,209 HONG KONG, WEDNESDAY, JUNE 19, 1929. PRICE \$3.00 Per Month.

INDO-CHINA CO. PAYS DIVIDENDS

IMPROVED RESULT ANNUAL MEETING REFERENCE TO PIRACY, ETC. CONDITIONS ON YANGTZE

The 48th ordinary general meeting of the Indo-China Steam Navigation Co., Ltd., was held in the offices of the general manager, Messrs. Jardine, Matheson & Co., Ltd., this morning when references were made to the improved results, to piracy, difficulties on the Yangtze River, etc.

The Hon. Mr. B. D. F. Beith (Chairman) presided. He was supported by Mr. A. H. White and Mr. M. T. Johnson (directors), Mr. R. Sutherland, O.B.E., and the Hon. Mr. W. E. L. Shenton (of Deacons, solicitors for the company). Shareholders present were: Captain T. T. Laurensen, D.S.C., Messrs. W. J. Stokes, Ho Leung, A. M. da Silva, A. Piercy, M. H. Lo, N. L. H. Raitton, P. Tod, and R. E. Macdougall.

"With Satisfaction"
The Chairman said:—Gentlemen, before proceeding with the official business of the meeting, I desire to express on behalf of the management their deep regret at the death of Mr. H. P. White, who was a member of the Board since 1915, and whose advice and active interest in the affairs of the Company was always most helpful.

Mr. Sutherland read the notice convening the meeting and the Chairman then presented his address, as follows:—
The report and statement of accounts having been in your hands for some days I will, with your permission, take them as read—and I trust that the much improved working both in working and final results will be received with satisfaction.

Uphill Fight
The company for some years past has had an uphill fight against difficulties of an unusual and complex nature, and I sincerely hope that the welcome improvement in our financial position will eventually prove to be more or less of a permanent nature.

The primary cause of our better results is to be found in the increased earnings of the steamers as reflected in the Revenue Account where it will be noted the credit balance of steamers' working, is \$195,186 12s. 3d. as against \$182,490 18s. 1d. in 1927.

At last year's meeting the ever-increasing cost of operating the fleet, and the heavy inroads which have to be made into our resources to maintain vessels—many of advanced age—to the high standard of upkeep now demanded, was referred to; and although every effort has been exerted, during the year under review, to keep our running costs down to a minimum, and to inaugurate wherever possible schemes for more economic working, I regret that generally speaking the difficulties in many cases have been found insurmountable.

Yangtze Prospects
As regards trade conditions in China during 1928 the position may be adequately summed up in the phrase that "there is little change to report." It may perhaps be said, however, that the tense political situations created from time to time throughout 1927 were last year not so frequent or disturbing to trade, which would seem to be temporarily adjusting itself to be chronic and unwelcome features of outside interference and influence.

As regards the Yangtze—especially on the Upper and Middle River—throughout the entire period under review, political unrest, disturbed conditions of trading and transport, due either to hostilities between Chinese military factions or the inauguration of various forms of irregular taxation and fines, was the order of the day.

Dangers & Risks
I would here take the opportunity of expressing our appreciation of the good work performed by all company's employees associated with our Yangtze organization, both afloat and on shore. They had, in the performance of their duties, continuously to contend with situations calling for tact, initiative, and overlooking patience, and the company records them their sincere thanks.

P.O. CLERK CHARGED

DATE FIXED FOR OPENING OF CASE TWELVE WITNESSES

A date was fixed this morning for hearing of the case in which a Portuguese youth named J. A. M. de Souza is alleged to have defrauded the Post Office of certain sums of money, while he was employed there as a clerk. Chief Detective Inspector Reynolds intimated that Mr. L. K. Andrews, Assistant Crown Solicitor, would prosecute.

He said that he had been instructed by Mr. Andrews to ask for a date to be fixed some time toward the end of next week, when the case would be opened.

The prosecution had about twelve witnesses, all of whom would give short evidence. They would explain the routine of work in the Post Office.

Mr. J. T. Prior, who appeared for the accused, said that he would agree to any day suitable for hearing.

The case was remanded until Wednesday next at 2.15 p.m.

ed by indiscriminate rifle fire from the Banks—this also referred to last year—were unfortunately present throughout 1928, and I would again appeal to the authorities responsible to take, at the earliest possible moment, such steps as will lead to the elimination of a state of affairs well-nigh intolerable.

Royal Navy's Assistance
The company appreciates that we have much to be thankful for in the way of valuable assistance from the Royal Navy, and it was only due to an effective convoy system devised and maintained by Naval units, that trade on some sections of the Yangtze River was kept open. There is yet much to be achieved, however, and a permanent improvement cannot be looked for until responsible Chinese authorities co-operate wholeheartedly with foreign Powers to deal effectively with this serious menace to life and trade before it goes from bad to worse.

Turning to more general matters, the volume of business moving on our regular coast and southern lines was, if anything, of an increasing nature, due no doubt to a more settled state of affairs in Kwangtung and Kwangsi. Freightage generally, however, as mentioned in the report, were, of necessity, on a low scale, and our increased revenue is largely derived from the river services which, as in previous years, enjoyed advantages over some of our competitors under other flags, whose operations were considerably restricted by political and other causes.

Neglect of Conservancy
In connection with northern trades, the company has, as you are aware, valuable and old-established services operating from Hong Kong and Shanghai to Tientsin. Through causes brought about by the chaos of civil war in the North, important conservancy work in the way of dykes, etc. has been allowed to get into such a state of disrepair that silt from tributary feeders now continually washing down into the navigational channels of the Haiho, or Tientsin River, which for many years was safely navigable for vessels from Tong Ku to the Tientsin Bund to the great benefit of trading conditions of the port, and representing as it does the main gateway from Northern China to the Sea. The conditions referred to, and which unfortunately still continue, were such that at times even lighters could only with difficulty operate in the restricted channels, where previous years the usual type of coasting steamer navigated with safety.

"Seriously Jeopardized"
I mention this as a striking instance of where, under present conditions in China, conservancy work—invaluable to all, irrespective of nationality—and which was scientifically carried out under most difficult conditions and over a long period of years, is now being seriously jeopardized and may even in fact be entirely sacrificed, through the seemingly impossibility of the Chinese authorities to cope with the unsatisfactory situation prevailing in the vital areas of the water-shed over which they and their alone have administrative power.

FORCING CLOUDS TO DISSOLVE

AIRMEN GO UP

SMALL QUANTITIES OR RAIN FROM ACTUAL EXPERIMENT

THE OBVIOUS CONCLUSION

It is learned that the Royal Air Force made seven flights yesterday—in the morning and the afternoon—each taking one hundred weight of kaolin, which was discharged into the clouds. It is claimed that these resulted in rain falling in small quantities, from which it will be apparent that, given a really heavy "bombardment" of the clouds with kaolin, better results should accrue. Many more flights are required in one day if the scheme is hoped to be anything more than a mere experiment. The very best of schemes cannot but be doomed to failure unless all concerned are unanimous.

Now that an actual test has been made with insignificant quantities of kaolin being discharged from aeroplanes it certainly ought to be persevered with on the largest scale possible. Unless this is done it would not be fair to assert that the scheme is bound to be fruitless and, therefore, should be discouraged.

VOTE OF \$300,000

First Instalment of Government Experiment

At its meeting on Thursday the Finance Committee will be asked to sanction a vote of \$300,000 for special expenditure on water supply.

The official note states that owing to the continuance of the drought it has become necessary to import water into the Colony. The above mentioned vote is required to meet the cost of this, together with various other works necessary to meet this emergency. The sum of \$100,000 has been provided for by special vote.

OUTSIDE SUPPLIES

Offer From Java-China-Japan Line

The Java-China-Japan Line has made an offer to the Water Emergency Supply Committee of supplies of fresh water from Manila, the "China Mail" learns. The matter is at present under consideration.

The 1,300 tons mentioned yesterday is in course of being received from the carrying steamers.

With regard to Tyntakul reservoir, the "China Mail" understands that "empty" is not quite the correct term to use. The reservoir contains two or three days supply but the water, necessarily by a few recent showers and is, in consequence, muddy, as householders with meters will have noticed. Accordingly, the Water Authority is refraining from supplying the water through the mains, but the water will be used when necessary.

The Chin Wan supply is still being transported across the harbour to Hong Kong and, so far, no decision has been made to conserve it for use on the mainland.

(Continued on Page 6.)

COLONIAL OFFICE

A FEW MORE MINOR APPOINTMENTS

OVERSEA SETTLEMENT

London, Yesterday.
Mr. Sidney Webb, Secretary for Dominion Affairs, has asked Mr. Ponsonby, Parliamentary Under-Secretary for Dominion Affairs, to assume the chairmanship of the Oversea Settlement Committee.

He has also invited, Mr. Lunn, Parliamentary Under-Secretary for the Colonies (who has been a member of the Committee for some years) to act as Deputy Chairman.

Mr. Webb has appointed Major Church to be a member of the Colonial Appointments Committee, in place of Dr. Drummond Shiels, who has resigned his membership on his appointment as Parliamentary Under-Secretary to the India Office—British Wireless Service.

FIRST TEST ENDS IN A DRAW

VISITORS' DEFIANCE

G. O. ALLEN TAKES 10 WICKETS IN AN INNINGS

FEATS BY BOWLEY AND LEE

The First Test Match between England and South Africa (of three days duration) ended in a draw, the visitors, in their last innings, showing defiance successfully at the cream of the Old Country's bowling. R. H. Catterall (the Orange Free State player) just missed his century. On his dismissal stumps were drawn, the South African innings closing at 171 runs for one wicket.

In the other first-class matches, Lancashire (holders of county championship) got the better of Middlesex. For the losers, G. O. Allen, the fast bowler (formerly of Eton and Cambridge) had the distinction of joining the select band of those who have taken all ten wickets in an innings.

Bowley, the Sussex professional, is the first batsman to gather 1,000 runs this season. Lee, the Middlesex professional, scored a century in each innings; this is not the first time he has accomplished the feat.

County results at a glance:—

Lancashire took 1st innings points from Middlesex.
Sussex led Surrey on the 1st innings.

Glamorgan beat Sussex by 56 runs.
Derbyshire beat Oxford University by seven wickets.

Leicestershire beat Gloucestershire by eight wickets.
Northants beat Worcestershire by 254 runs.

Yorkshire beat Nottingham by five wickets.
Somerset beat Cambridge University by an innings and 71 runs.
(Details on page 9.)

FAIR TO SHOWERY

This morning's weather report states:—
A depression is situated over Hokkaido. Pressure is relatively high over the Philippines and in the Pacific to the south-eastward.

Forecast:—South winds, moderate; fair to showery.

TO-DAY'S RAINFALL 0.05 inch

1929 rainfall . . . 11.36 inches
Average 33.04 inches
Deficit 21.68 inches

DON'T WASTE WATER!

FATAL LANDSLIDE

RIVER OVERWHELMS TOWN IN COLUMBIA

140 CASUALTIES

Bogota, (Columbia), Yesterday.
A landslide caused a diversion of the Quilacsa River, whose waters overwhelmed the town of Seville, killing 40 and injuring over 100 persons.—Reuter's American Service.

TAILOR DISAPPEARS

Theft of clothing and dress-making material to the value of \$38 has been reported to the Police by Mr. G. M. Manners, 4 Armand Buildings, Kowloon.

Employing a Shanghai tailor, Mr. Manners is said to have entrusted him with cloth and dressmaking material, with which to make some clothes.

The tailor took the cloth and has not been seen since.

THEFTS FROM G.E.C.

Mr. P. L. P. Thomas, assistant manager of the General Electric Company, reports to the Police that several large sums have been taken from the office, resulting in a loss of \$416.66.

Some time between January 1 of this year and June 15, states Mr. Thomas, 700 electric toasters have been stolen, valued at \$360, whilst 101 sockets, valued at \$66.66, are also missing.

OUR RELATIONS WITH AMERICA

LABOUR'S VIEWS

PRIME MINISTER'S FIRST IMPORTANT PUBLIC SPEECH

"A GLORIOUS TASK"

Leeds, Yesterday.
Mr. Ramsay MacDonald, in a speech, at a dinner given by the Leeds Municipal Council in his honour, referred to his conversation with General Dawes and said:

"The Labour Government has lost no time in getting into harness. I made it clear before and during the election that I should put our relations with the United States in the forefront in national concerns and we will not let the grass grow under our feet thereat."

The Meeting With Dawes

General Dawes was good enough to take a long journey to talk to me on the subject. We did not meet to threaten other nations or dominate other peoples or form alliances or pacts. We had no intention of presenting other nations with an accomplished fact which they can take or leave. We met inspired by a hope that we might be instrumental in preparing a Board round which other nations might ultimately sit in co-operative fellowship to study the arts and ways of peace, gaining a sense of security, not by arms but by absence of arms. I hope that neither large nor small States will have any doubt that what is known as the British-American conversations are not exclusive—they are inclusive.

"Peace and Democracy"

Though the mighty Republic across the Atlantic will enter into no European entanglements or alliances none ought to suspect that it will decline to serve in the common interests of peace and democracy. There are obstacles to be surmounted, differing interests to be reconciled, some historical inheritances to be soothed, rivalries, which are legitimate, to be confined to their proper channels—such considerations, for instance, as those mentioned by Mr. Churchill the other day to be studied and adjusted. That is the glorious task which the happy conversations between the American Ambassador and myself have opened up. I pray that the whole nation, irrespective of Party, will share helpfully in our labours and give us its confidence, so as to enable us to carry on the work to a successful conclusion."

The Visit To America

London, Yesterday.
The fact that the Llesismouth conversation did not refer to any invitation from President Hoover to Mr. MacDonald to visit Washington is interpreted by a section of the American Press as indicating that the prospect of such a visit is doubtful.

Mr. MacDonald, interviewed by Reuter at Llesismouth to-day, denied the report that he is not going to America. He said that it is just a question of when he could go. He believed that there was a tremendous amount of good work that could be done by such a trip.

It is announced that Mr. MacDonald will return to London by aeroplane on Thursday.—Reuter.

Premier's Air Journey

It is now stated that the Premier will fly from Scotland to London on Thursday in a Royal Air Force Fairy 3 F Machine.

The machine is a long range bomber used for the Air Council Communication Service and will be piloted by Flight Lieutenant Hyslop. A halt will be made on the journey at Catterick in Yorkshire. To-day, Flight Lieutenants Hyslop and Clifford arrived at Llesismouth to survey the ground—British Wireless Service.

Premier Interviewed
In an interview with a Press representative to-day, Mr. MacDonald said he believed that a tremendous amount of good could be done by a visit by him to the United States. But the question was "when could it be made," and that would have to be the subject of an exchange of opinion.—British Wireless Service.

A Useful Contribution

London, Yesterday.
The speech of General Dawes is generally welcomed as a useful contribution to the subject of general naval reduction. The difficulties in defining a "Yard Stick" are, however, not under-estimated. The "Morning Post" points out that it is hard to devise a yard

COURT MARTIAL

CPL. HENDRY TO BE CALLED THIS AFTERNOON

THE MUDDLED ACCOUNTS

To-day is the fourteenth day of the trial by a General Court-Martial of Major G. M. H. Ogilby, of the King's Own Scottish Borders. This afternoon, it is understood, Cpl. Hendry, who is now serving a term of imprisonment for embezzlement of funds belonging to the P.R.I., will be called to give evidence on certain points relating to the accounts.

Evidence was taken this morning from Lt.-Col. E. C. A. Larkin, assistant financial adviser to the China Command. He said he had had 24 years' experience in the auditing of accounts and had been a member of the Army Ordnance Corps for that length of time.

He examined the P.R.I. account books Nos. 1, 2, 3 and 4, also account books of the companies, battalion and other private trading concerns. He had compared the entries in the Bank column in the P.R.I. books with the amounts paid into the Bank, and had found that the total was in agreement.

Cheques Not Accounted For
The books of the P.R.I., however, did not contain a complete statement of the accounts. None of the ten cheques, produced by the prosecutor, had been accounted for in the P.R.I. books. Witness had examined the books of the companies and from the items he found there in reference to the ten cheques, he was satisfied that they should have been accounted for in the P.R.I. books. He therefore considered that the amounts shown on those cheques were deficits. There was also a cheque for \$29.10 which did not appear in the P.R.I. books.

There were also four cheques issued by the Headquarters Wings not accounted for in the P.R.I. books, although the amounts had been paid into the Bank and duly credited to the P.R.I. accounts. Witness then gave details of various other cheques which had not been entered in the P.R.I. books although they had been paid into the Bank and the amounts were duly credited to the P.R.I. He also gave instances of cheques having been received from one source and wrongly credited to another account. [Case proceeding.]

CAR TOUTS

PREARRANGED EVIDENCE IN COURT CASES

LAW UNSATISFACTORY

In spite of the fact that another witness corroborated his evidence, Mr. E. W. Hamilton said at the Central Magistracy this morning, that he did not believe one word accused (a public car driver) had said, in answer to a charge of obstruction in Duddell-street, and offering a bribe to a Police constable.

His Worship added that he was of opinion that the witness in this case was employed by the driver for soliciting fares. If his employee happened to get in trouble with the Police, he was forced to give evidence corroborative of the driver. It was all a pre-arranged story.

His Worship suggested to Inspector Nichols that he should see Mr. King, Captain Superintendent of Police, in an effort to strengthen the Ordinance regarding touts and their employees.

As it stood at present it was weak, and any amount of fining would not stop touts giving pre-arranged evidence in favour of their employees.

On the charge of obstruction, accused was fined \$5, while for offering a bribe, a fine of \$25 was imposed.

stick equally applicable to chalk and cheese. The naval needs of the United States and the British Empire differ essentially.

The "Times" says that theoretically naval experts might find a yard stick of universal application but in practice an agreed reduction along this line of search could not be expected. It considers, however, that the procedure outlined should be adopted in view of the "Forbes" conversations and all Governments will tabulate the concessions they can make and expect to receive. An International Conference will then meet for the purpose of reducing the differing definitions to one.—Reuter.

FOUNDATION OF PEACE ERA

CHANGE IN METHODS

STIRRING SPEECHES AT PILGRIMS' BANQUET

WHAT THE WORLD WANTS

London, Yesterday.
The American Ambassador, General Dawes, at the banquet, in his honour by the Pilgrims' Club of London, dealt with practical methods of making the Kellogg Pact not a mere gesture but the foundation of an era of peace on earth and goodwill towards men. He drew attention to the importance of an early agreement in naval reduction as being at present of outstanding importance and seemed to be the next step to be taken towards world peace.

"Human Nature" Plan
General Dawes outlined suggestions regarding a change in the methods of future negotiation, thereof, which while ignoring technical experts should, first and foremost, be adjusted to the laws of human nature. While it was possible for naval experts to arrive at a definition as to the evolution and fighting strength of ships, each Government might obtain from its experts definitions of a naval "yardstick."

"Final Fixation"
Then the final fixation of the technical "yardstick" should be made by a committee of statesmen of nations who should be the ones to draft the terms of final agreement, which should be couched in simple terms understandable by the ordinary "man in the street."

"In the joint hands of the Anglo-American peoples rests not only their secure guaranty but the ark and covenant of human freedom."

Statesmen's Task

He was of opinion that it was vastly more difficult for a mixed commission of Navy technicians and statesmen to agree on a plan of Naval disarmament than a mixed commission of economists and statesmen to agree on a reparations settlement, which history had shown to be practically impossible. "Upon statesmen primarily lies the duty of peace-making and in negotiations he must hold the initiative, but if naval experts are to rise, to a proper sense of their responsibility the use by statesmen of their 'yardstick' won't be one which will invite peril from extreme pacifists or extreme militarists who form the 'fanatic fringe.'"

"The Proper Solution"

For the proper solution a method must be adopted which utilises the full weight of the ablest Naval experts and the highest qualities of statesmanship without unnecessary collisions during the first formulating period when they are primarily concerned with the two separate objectives. He attributed the failure of the Geneva conference to the fact the committees there were of mixed statesmen and technicians whose method was adjusted to human reasoning but not to human nature.

To "General Dawes"

Mr. Arthur Henderson, Secretary of State for Foreign Affairs, in proposing the toast of "General Dawes, the new American Ambassador" extended to General Dawes a very sincere and cordial welcome. Mr. Henderson recalled that both in the stressful days of the war and in anxious times that had followed General Dawes had played a distinguished personal part.

"It is no exaggeration to suggest that your name is linked so closely as it is with one of the major pieces of post-war constructive effort in Europe as to be a familiar and highly respected one both in this country and on the Continent."

America's Part

Mr. Henderson continued:—"To-day, Sir, you come into our midst as an Ambassador of a great and friendly neighbour. Your nation has played an important part in the struggle for freedom and it is destined, I believe, to play a vital part in the cause of peace by the leading nations and to have reliance not on force but upon normal right and international law. The democracies have marched side by side in comradeship and understanding through a long period. There

(Continued on Page 7.)

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WATER SUPPLIES

Presence Of Organic Matter And Germs

DANGER OF DISEASE

The hardness in permanently hard water depends upon the presence of the salts of lime and magnesia other than the carbonates. It may be produced also by iron or alum.

Waters possessed of temporary or permanent hardness alone are rare. Usually temporary and permanent hardness occur together and go to make up what is named total hardness of water. A considerable amount of importance is attached to hardness, because hard water is wasteful from the domestic point of view, as regards soap especially, and also because boilers and pipes may be interfered with by furring.

Soft waters are soft because they contain mineral matters in small proportions. The more closely a water resembles rain water the softer it is. Upland surface waters are the softest of all, but both as regards these and the underground waters it is entirely a question of soil and strata.

The great difficulty with a soft water is that in storage and distribution it may exhibit what is known as a plumbo-solvent power and act upon lead.

A Distinct Acidity

This plumbo-solvency is most marked in peaty waters from a moorland source and depends upon the fact that such waters have a distinct acidity due to the presence in them of acids known as peaty acids, and formed by the action of bacteria on peat. In addition to a plumbo-solvent action some waters have actually the power of eroding lead, and are therefore plumbic-errosive. The effect of the water is always most marked when heavy rains follow a period of prolonged drought, the flush of water carrying with it the acid that has been accumulating in the peat.

Organic matters are more seriously regarded from the point of view of contamination than minerals. They may be of either animal or vegetable origin, and are either picked up by the water from the surfaces upon which it falls or added to it while it is flowing to or after it has reached the places where it is to collect.

Falling on a roof the water may pick up vegetable matter or bird droppings, falling on soil it may take manurial or other kind of contamination. Flowing over the surface it may be contaminated in this way also; and flowing along in a channel above or below ground as a stream or river, or when collected in wells, lakes, reservoirs, and such like it may have contaminating substances passed into it from manure heaps, from cesspools, or from drains or sewers so defective as to allow their contents to escape.

The presence of organic matter, as shown by chemical analysis, always suggests contamination with sewage and filth, and when these are present germs also are generally present.

Germs

The rain as it falls through the air picks up a certain number; the majority, however, are added after the water has reached the ground. The usual run of organisms present are quite harmless, and include several rarely seen elsewhere than in water and others commonly present in the air.

The total number found varies considerably, and though a standard in relation to the bacterial content is sometimes set up, it is not really possible to base a conclusion as to the purity of the water on an enumeration of the bacteria alone. It is with regard to the kind of organisms present and their probable source that information is required, and it is because the bacteriological test can give such information that it is described as the most delicate test of purity. The most important pathogenic organisms that may be found are those associated with enteric fever, cholera, dysentery, and perhaps diarrhoea; but because these happen to be many bacteria present in a water it is not possible to say that organisms such as those mentioned are also there.

In Britain the organism chiefly to be guarded against is the B. typhosus; but as it is exceedingly difficult to isolate, it is usual to regard it as possibly present if other intestinal or sewage organisms, particularly the B. coli, are detected. The presence of this organism in such small quantities of water as 1 or 2 c.c. is usually taken as indication of sewage contamination. Streptococci and the B. enteritidis sporogenes are also regarded as indicating such pollution.

Diseases Due to Water

The most important diseases associated with the consumption of water are those due to the mineral and organic matters and germs considered above.

Of these due to mineral matters, lead poisoning is by far the most important, though it should be

noted that waters containing substances tending to make it hard are not well borne by a considerable number of people. Intestinal troubles, diarrhoea, particularly, are occasionally traced to them and iron in water in many cases gives rise to headaches also.

The formation of calculi may be dependent upon the presence of minerals in water, and goitre and cretinism are believed to be due in part at least to chemical impurities.

Soft waters are said to be factors in the production of rickets, though this is not generally accepted. Overcrowding, improper food, absence of fresh air and sunlight are infinitely more important.

Lead Poisoning

In relation to lead poisoning, upland or moorland surface waters, because of their tendency to set on metal, are most important.

The lead taken up by the water comes mainly from lead pipes and lead-lined cisterns, though lead-lined or soldered vessels, kettles, and cooking appliances may also yield a certain amount. In districts in which peaty waters capable of acting on lead is supplied, tap water has frequently been shown to con-

PLEASE DON'T WASTE WATER

tain the metal. The water first drawn in the morning, having been in contact with the pipes all night, usually contains most lead, and for this reason it is always advisable that the first of the flow should be allowed to run to waste.

Since it is a soft acid water that exerts the greatest influence on lead, the course usually adopted as regards prevention is either to harden the water by adding lime or to neutralise the acid by the addition of soda or other alkali. Not uncommonly both alkalisation and hardening are carried out by the addition of a mixture of lime and soda.

The effect exercised by lime is mainly on plumbo-solvency. The erosive ability of the water is not reduced, it may even be increased. It is not, however, so important as the solvent action, and is most marked on clean, bright lead surfaces.

In districts in which the water is known to have a plumbo-solvent power lead-pipes should be used as little as possible. Lead-lined cisterns are not now commonly found.

Cause of Diarrhoea

The conditions associated with the consumption of organically polluted water are diarrhoea and such others as all is that polluted with organisms capable of finding their way into water and of retaining their vitality therein for a longer or shorter period.

The commonest organisms in this connection are those of cholera, enteric fever, and dysentery. Sufficient has already been said with regard to water-borne outbreaks of these conditions, and it is unnecessary to do more here than to introduce a note as a reminder.

Certain worms and their ova or larvae are capable of maintaining their existence long enough in water to give rise to infection in man when consumed. The Bilharzia haematobia (Schistosomum haematobia) so common in Egypt and South Africa, the Oxyuris vermicularis or thread worm, and possibly also the Ascaris lumbricoides or round worm, the latter found commonly enough in Britain, may be mentioned as examples.

Treatment of Water

Water may call for treatment because it is too soft or too hard or it may be bacteriologically impure. The process of hardening and the reasons for carrying it out have already been described.

Softening is usually only undertaken when the water is of considerable hardness and domestic and manufacturing processes are interfered with as a result. Since even reasonably hard water is not particularly objectionable from the health point of view, interference for this reason is rarely necessary.

What is done generally is to add slaked lime (hydrated calcium oxide) and to adopt the Clark process or its modification the Porter-Clark method.

FOR BATTERY ELECTRICAL SERVICE LANE, CRAWFORD, LTD. Automobile Dept. C3193.

In Clark's method the lime is added to and thoroughly mixed with the water. The amount used depends upon the degree of hardness, but in any case only sufficient to take up the carbonic acid gas is employed, otherwise the hardness will be increased and not diminished. When thoroughly mixed the precipitate formed is allowed to settle.

Lime Filtered Off

In the Porter-Clark method, instead of allowing the precipitate to fall down, the water is forced through layers of canvas or cloth by means of which the lime is filtered off. In this way a considerable amount of time is saved, though the process is rather more costly than the other.

These methods affect only the temporary hardness. If the permanent hardness is to be reduced, soda must be employed. Special softeners involving the use of machinery for mixing lime and soda with the water are on the market, but as they are mainly used in connection with manufacturing they need not be described.

Bacterial impurities may be dealt with in various ways.

[To Be Continued]

LOST IN CHANNEL

MOTOR FLEET'S DISASTROUS TRIP

London, June 10. On Saturday a fleet of 49 vessels, with outboard motors, attempted to cross the Channel from Dover to Calais and back.

Unfortunately the weather turned out badly, the sea was rough and there was considerable fog.

As a result the attempt was a fiasco and owing to faulty compass work none of the boats managed to get across and many entirely lost their bearings.

A number of the boats were in danger and assistance had to be sent, many dramatic rescues being effected.—"Singapore Free Press."

A MARSHAL'S TABLE

Paris, May 28. After it had been knocked down at auction to Sir Joseph Duveen for 400,000 francs, a representative of the Ministry of Fine Arts claimed the right of pre-emption on a magnificent table of bronze and porcelain which formerly belonged to Napoleon's famous Marshal, Ney. The chief bidding opponent of Sir Joseph Duveen was the Curator of the Museum of Malmesbury.

The Albanian Cabinet has decided to take a census of the population of the country in August.

TO-DAY'S RADIO

BROADCAST BY Z. B. W.

ON 350 METRES

The following programme will be broadcast to-day from the Government Broadcast Station Z.B.W. on 350 metres.

5.30-6.30 p.m.—Programme of Chinese music.

7.45 p.m.—Evening weather report.

8 p.m.—Evening programme, (Columbia Records supplied through the courtesy of Anderson Music Co., Ltd.).

10.30 p.m.—Close down.

COLONIAL MINISTER

WHAT WE MAY EXPECT FROM MR. SYDNEY WEBB

London, June 8. The appointment of Mr. Sydney Webb as Secretary for the Dominions and Colonies is generally considered to be the least impressive of the Ministerial announcements.

Mr. Webb, who is receiving a Peetrage, has a reputation of knowing Blue Books inside out, whilst he has a great gift for speaking lucidly on complicated problems.

He probably holds no particular views on Colonial matters, though his policy is likely to be inclined to the doctrinaire rather than practical.

It was thought that he had retired from politics, entirely owing to his age.—"Singapore Free Press."

BUS SCALPED

REMARKABLE ACCIDENT AT FENGE

London, June 10. A most remarkable and terrifying accident took place near Fenge, south London.

A motor bus took the wrong turning owing to a new route being opened and attempted to pass under a railway bridge.

The bridge however was too low and the top of the bus was cut right off and the passengers swept away into the road. Twenty people were injured, a number of them being seriously hurt.—"Singapore Free Press."

The mixed commission dealing with wages in the Belgian metal industry has decided upon increases of 5 per cent. in the Liege area and 2½ per cent. in the Charleroi district.

The Three Greatest Symphony Orchestras in the Country

have Red Seal records in this June list of Victor records. That includes the marvelous readings of Arturo Toscanini . . . Leopold Stokowski . . . and Serge Koussevitzky! But that's not all. If you are interested in the world's finest music we are absolutely certain to have something new on hand that will entrance you. If your tastes lie along the lines of popular vocal or red hot dance numbers, the June Victor record list has some snappy surprises in store for you. Let us play for you such of these selections as particularly appeal to you. We'll gladly do this . . . and, the sooner the better!

RED SEAL RECORDS

- | | |
|--|--|
| El Gaucho—Tango (Schipa) In Spanish
Luna Castellana (Castilian Moonlight)
(Schipa—Rose—Longas) In Spanish
No. 1372, 10-inch | Overture—Part 3 and Part 4 ("La Grande Pique Russe")
LEOPOLD STOKOWSKI AND THE
PHILADELPHIA ORCHESTRA
No. 7019, 12-inch |
| Malagueñas (Malaga Love Lament)
Claviliter (Carnations) (Leticia Valverde)
No. 1385, 10-inch | Traviata—Prelude to Act 1 (Verdi)
Traviata—Prelude to Act 3 (Verdi)
ARTURO TOSCANINI AND PHILHARMONIC
SYMPHONY ORCHESTRA OF NEW YORK
No. 6994, 12-inch |
| Rondino (Kreisler) Violin with Piano
Fair Rosemary (Schön Rosmarin)
(Kreisler)
No. 1386, 10-inch | L'apprenti sorcier—Part 1 and Part 2
(After a Ballad by Goethe) (Toscanini)
ARTURO TOSCANINI AND PHILHARMONIC
SYMPHONY ORCHESTRA OF NEW YORK
No. 7021, 12-inch |
| Étude in C Minor (Chopin) Piano
Étude in G Flat Major (Black Keys)
(Chopin)
No. 1387, 10-inch | A Garden in the main (Wydenor-Gibbons)
Lower Come Back to Me
(Oscar Hammerstein, 2nd-Sigmund Romberg)
No. 1400, 10-inch |
| Overture—Part 1 and Part 2 ("La Grande Pique Russe") (The Russian Festival of High Easter)
LEOPOLD STOKOWSKI AND THE
PHILADELPHIA ORCHESTRA
No. 7018, 12-inch | Carmen—Chanson du Toréador
(Toréador Song) (Bizet)
Tosca—Te Deum (Puccini)
LAWRENCE THIBRETT WITH
METROPOLITAN OPERA CHORUS
No. 6124, 12-inch |

POPULAR VOCAL RECORDS

- | | |
|--|---|
| Gems from "The New Moon"
(Mandel-Hammerstein-Romberg)
"Marianne"—"One Kiss"—"Softly as in a Morning Sunrise"—"Lover Come Back to Me"—"Stout Hearted Man" | Gems from "Whoopee"
"Until You Get Somebody Else"—
"I'm Bringing a Red, Red Rose"—
"Come West, Little Girl, Come West"—
"The Gypsy Song"—
"Makin' Whoopee" |
| Christina
Looking for Love (from Ziegfeld's "Midnight Frolic")
No. 21962, 10-inch | I'll Always Be Mother's Boy (from Pathe picture, "Mother's Boy") |
| Where is the Song of Songs for Me?
Mi amado (from "The Wolf Song")
No. 21933, 10-inch | There'll Be You and I (from Pathe picture, "Mother's Boy")
MORTON DOWNES
No. 21940, 10-inch |

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SHINYO MARU	Wednesday, 10th July.
SIBERIA MARU	Wednesday, 24th July.
SEATTLE, VICTORIA via Shanghai & Japan Ports.	
YOKOHAMA MARU	Monday, 1st July.
MISHIMA MARU	Monday, 29th July.
LONDON, MARSEILLES, ANTWERP, ROTTERDAM via Singapore, Penang, Colombo, Suez.	
KASHIMA MARU	Saturday, 28th June.
HAKONE MARU	Saturday, 13th July.
SYDNEY & MELBOURNE via Manila & Ports.	
TANGO MARU	Wednesday, 10th June.
AKI MARU	Wednesday, 24th July.
BOMBAY via Singapore, Penang, & Colombo.	
TOTTONI MARU	2nd June.
AWA MARU	Thursday, 11th July.
SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico & Panama.	
ANTO MARU	Tuesday, 9th July.
SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.	
KAMAKURA MARU	Tuesday, 9th July.
NEW YORK, Boston, Havana via Panama.	
TAKAKURA MARU	Wednesday, 19th June.
TATSUNO MARU	Thursday, 4th July.
LIVERPOOL via Port Said, Constantinople, Genoa.	
DURBAN MARU	Saturday, 28th July.
CALCUTTA via Singapore, Penang & Rangoon.	
YAMAGATA MARU	Saturday, 20th June.
GENOA MARU	Monday, 8th July.
SHANGHAI, KOBE & YOKOHAMA.	
AKI MARU (Nagasaki direct)	Thursday, 10th June.
FUSHIMI MARU	Monday, 24th June.

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O. S. K.

SAILINGS FROM HONG KONG SUBJECT TO ALTERATION.

LONDON, HAMBURG, ROTTERDAM & ANTWERP—Via Singapore	
ALTAI MARU	Friday, 12th July.
RIO DE JANEIRO, SANTOS & BUENOS AIRES—Via Saigon, Singapore,	
Colombo, Durban & Cape Town.	
MANILA MARU	Thursday, 27th June.
BOMBAY—Via Singapore & Colombo.	
SUMATRA MARU	Wednesday, 19th June.
CHIFUKU MARU	Thursday, 13th July.
DURBAN, LOURENCO MARQUES, BEIRA, DAR-ES-SALAAM, ZANZIBAR	
& MOMBASA—Via Singapore & Colombo.	
PANAMA MARU	Sunday, 23rd July.
CALCUTTA—Via Singapore, Penang & Rangoon.	
TACOMA MARU	Tuesday, 2nd July.
VICTORIA, SEATTLE, TACOMA & VANCOUVER—Via Japan Ports from	
Shanghai.	
MELBOURNE—Via Manila, Brisbane & Sydney.	
BURMA MARU	Thursday, 4th July.
HAIIPHONG—Via Hoihow & Pakhoi.	
MENADO MARU	Thursday, 27th June 10 a.m.
NEW YORK—Via Japan ports, San Francisco & Panama.	
SEATTLE MARU	Sunday, 23rd June.
KASADO MARU	Tuesday, 9th July.
AMAZON MARU	Friday, 12th July.
KEELUNG—Via Swatow & Amoy.	
CANTON MARU	Sunday, 23rd June, 3 p.m.
HOZAN MARU	Sunday, 16th June 3 p.m.
TAKAO—Via SWATOW & AMOY.	
DELI MARU	Thursday, 20th June Noon.
TAKAO & KEELUNG	
BATAVIA MARU	Sunday, 14th July.

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Tel. Central No. 4083, 4089, 4090. M. TAKEUCHI, Manager.

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SHIPBUILDING COSTS

WHY THEY ARE SO HIGH IN AMERICA

FACTOR OF BIG WAGES

In the following article, culled from "The New York Journal of Commerce," Mr. Henry C. Hunter, counsel for the National Council of American Shipbuilders, shows why it costs more to build ships in the United States than abroad.

The status of the shipbuilding industry of the United States is indicated by the fact that during the year just passed a considerably small volume of merchant tonnage was launched than in any twelve months in the past twenty years. It is often asked why the United States cannot compete successfully in the price of ships with other countries.

A detailed study of this point has been made by the National Council of American Shipbuilders; and it has been found that the chief cause lies in the higher standard of living here, as compared with other nations, and the consequent necessity for increased labour costs. Workers in American shipyards, for instance, are paid almost double the wages of those in British plants; and as the British pay is higher than that of other foreign countries it will be seen that the shipyards of the United States are under a formidable handicap in a world-wide competition.

It is also often cited that other American industries than shipbuilding—notably automobile manufacturing—successfully compete with foreign industry. The chief reason for this lies in mass production. If American shipbuilders had to meet the problem of producing standardized merchant vessels in large numbers then this industry could undoubtedly meet the competition of other nations.

But the varied trade routes that determine the types of merchant vessels necessary for service therein, the almost constant process of evolution of their machinery and equipment, the changing requirements of owners for passenger accommodations and cargo space, and the limited demand for merchant vessels with an average life of 20 years when compared with the great demand for automobiles for many other articles of mechanical production are factors that contribute to make a merchant vessel a highly specialized unit of production, and to exclude from mass production.

Comparison With 1914

Increase shipbuilding costs in the United States were analysed recently by the National Council of American Shipbuilders, and it was found that, as compared with 1914, costs of materials are one and a half times greater, and labour costs about two and a half times greater. And it is estimated that the net cost of a typical ship, with the same overhead as then, would be about 95 per cent. greater than in 1914.

So great is the handicap in costs between the United States and her nearest competitor, Great Britain, it is found on research, that while assuming that the overhead in British yards and the labour efficiency there are practically the same as in this country, the cost of an American-built cargo vessel is 16 per cent. more than for a British one. On tankers the differential is 60 per cent. and for combination passenger and cargo liners, 64 per cent.

It may be interesting to review briefly the status of world production of merchant shipping during the past twenty years. This period falls naturally into cycles of five years each: the first representing the normal conditions of the pre-war period, and the others successively, the war period, and finally, the post-war years which were looked forward to as a return to normal conditions, accompanied by a progressive production.

Reviewing the figures, however, the fact stands out prominently that of all the world's great industries, shipbuilding alone is still on a smaller scale than before the war. For last year, for instance, the returns of Lloyd's Register of Shipping show the tonnage of merchant vessels launched throughout the world to have been 2,689,000 gross tons, as compared with 3,333,000 tons in 1913; a decrease of, roughly, about 20 per cent.

SHIPPING SECTION.

This tendency is most pronounced in the case of the shipbuilding industry of the United States. The American figure for 1928 is only 11,000 gross tons, the lowest record of volume of launching in the entire twenty years since 1909; and is equivalent to about 2 1/2 per cent. of our output in the year immediately after the war, 1919, when 4,705,000 gross tons of merchant vessels were sent down the slipways in this country.

World Output

The extent of the shrinkage in American output is very marked in contrast with that of other nations; as is shown by comparative figures covering the entire world. For all countries, the average output per annum for the five years from 1909 to 1913, inclusive, was 2,483,000 gross tons; while for the period from 1924 to 1928 inclusive, the yearly average of launching was 2,219,000.

Of this decrease—265,000 tons per annum, American yards' share alone represents 145,000 tons, while Great Britain and Ireland accounts for 85,000 tons; the two countries' decline being about double the net for the world. So it is apparent the smaller maritime countries combined now have a greater output than the United States. Their gain has been made in the face of losses by the greatest potential producers and shipping, the American and British builders, can be attributed to the

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lower labour, overhead and other costs prevailing in the smaller countries with their lower standards of living.

If the figures for American and British production during the last twenty years are contrasted a striking picture is presented that forms a tribute to the ability of this country to meet the call of industrial emergency; our annual production by the end of the war in 1918 rising to fifteen times the output in the first twenty years of the century. And it is estimated that while for both years the British production was less than that for 1914.

Rise and Fall

The rise and decline of American shipping output and the comparative position of Great Britain and Ireland during the twenty-year period can be shown by the following table of average annual launchings in gross tons in periods each of five years adapted from the returns of Lloyd's Register of Shipping—

Pre-war, 1909 to 1913, both inclusive	256,000	1,521,000
War, 1914 to 1918, both inclusive	982,000	1,090,000
Post-war, 1919 to 1923, both inclusive	1,569,000	1,377,000
Recent, 1924 to 1928, both inclusive	137,000	1,168,000

The effect of the Reduction of Armament Conference held in Washington in 1922 was to suspend almost wholly work on naval vessels in the United States; and, as a result, American private shipyards were left dependent on commercial work for their existence. Since the conference the output of American yards to the end of 1928, a period of six years, has been only 869,000 gross tons as compared with 6,477,000 tons for Great Britain and Ireland, and 5,406,000 tons for the other maritime countries combined. And of the world production since the conference the share of the United States has been only 6.9 per cent., as against 50.6 per cent. for British yards and 42.5 per cent. for the other shipbuilding countries taken together.

While Congress has given valuable and long-needed aid to the United States merchant marine through the Jones-White Act of 1920, the protection of the ship operating solely for the carrying of cargo, which type forms much the greatest part of the seagoing tonnage of the United States, still remains unsolved.

As pointed out at the recent conference of shipping interests and the Shipping Board at Washington, "A large differential in cost between American and foreign vessels, always existing, and which is the greatest factor entering into the operating cost differential of an American shipowner, in cases where this differential cannot be overcome through mail contracts or loans at low rates, must be met by means of adjustment of this differential through legislation."

NEW DEVICE

ENABLES MEN TO LEAVE SUBMARINES EFFECTIVE AT DEPTH

Key West, Fla.—The newly developed artificial "lung" for use in escape from disabled submarines on the ocean floor, has been proved successful from a depth of 200 feet in the final tests conducted in Florida waters recently.

Rose in 9 Mins.

Lieutenant C. N. Momen, and Edward Kalinowski, chief torpedo engineer, overcame the tremendous pressure of 200 feet when they stepped out through a hatch on the deck of the submarine S-4, and rose to the surface approximately nine minutes later.

Help by Lines

Both Lieutenant Momen and Kalinowski were aided in making their way to the surface by lines attached to the submarine and held on the surface with buoys. The journey to the surface is made slowly; to allow the body to accustom itself to the changing pressure.

Lieutenant Commander H. Danbar of the Navy tender "Mallard," who has been in charge of the tests here, declared the device a success. He said the latest tests concluded experiments in Florida waters.

HUDSON BAY NAVIGATION

Light is thrown on the much-discussed problem of Hudson Bay navigation by the report of the Hudson Strait Expedition. This states that the Straits will be safe for navigation for four months of the year—probably from mid-July until mid-November. The St. Lawrence River from the mouth to Montreal is open for seven and a half months.

WARSHIPS HERE

The following are the warships in harbour—

At the Basin:—H.M.S. "Tamar," "Bruce," L15, and L19.
At the North Arm:—H.M.S. "Bridgewater."
At the West Wall Dock:—H.M.S. "Somme."
At No. 12 buoy:—H.M.S. "Sirdar."

Foreign Men-of-War

U.S.S. "Mindanao."
French Gunboat "Alerte."

MOVEMENTS OF STEAMERS

The P. & O. s.s. "Kalyan" from Hong Kong arrived London on June 16 at 8 a.m.

The P. & O. s.s. "Rajputana" left Shanghai for this port on the 18th instant at 3.50 p.m., and is due here on the 21st instant at about 6 a.m.

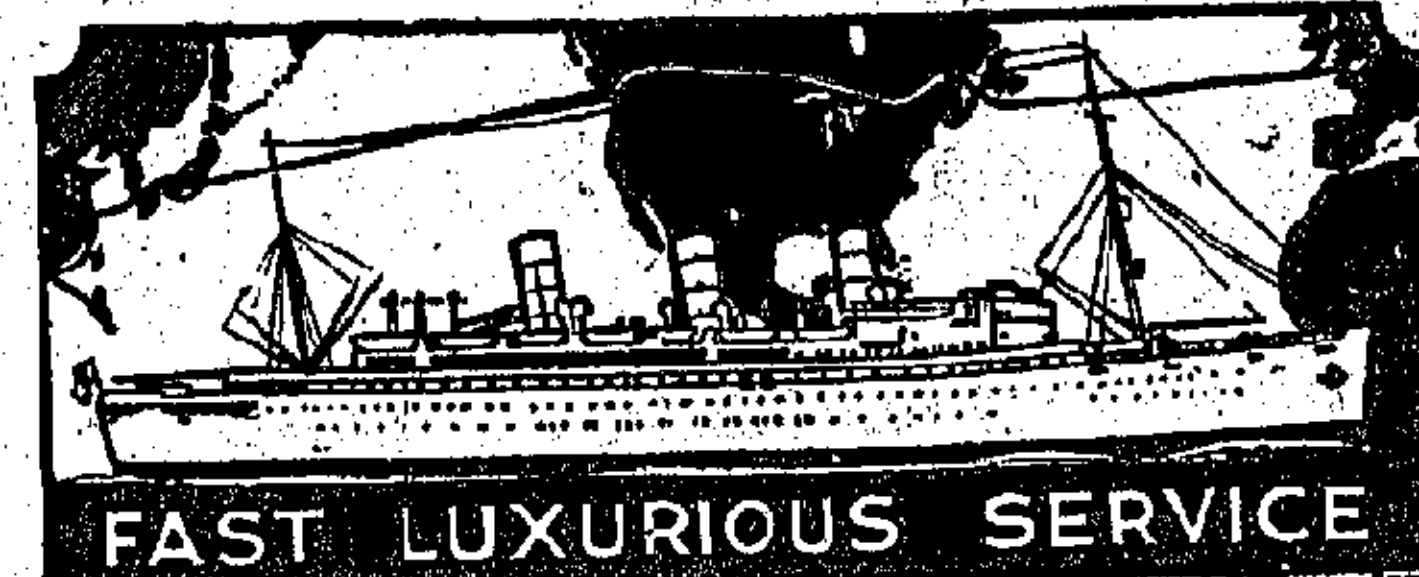
The C.P.S. R.M.S. "Empress of Russia," Capt. A. J. Hosken, R.N.R., will leave here for Victoria and Vancouver, B.C., via Shanghai, Nagasaki, Kobe and Yokohama at noon on June 26 (Wednesday).

CONSIGNEES' NOTICES

Consignees of cargo ex s.s. "Gogovale" are reminded to take delivery of their goods which will be subject to rent after June 23.

Consignees of cargo ex M.V. "Danmark" are reminded to take delivery of their goods which will be subject to rent after June 24.

Consignees of cargo ex s.s. "Danmark" are reminded to take delivery of their goods which will be subject to rent after June 26.



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MON. 24th

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LENTZ VALVES

38.5 PER CENT. SAVING IN COAL

The steamer "Baltica," of the A. B. Allians, of Jonstorp, Sweden, has on trial again proved the economy to be gained by the Lentz system.

Prior to conversion a run was made to ascertain the exact fuel consumption, and a comparative trial after conversion was held over the same distance; both runs were made under exactly similar conditions of weather, time, engine output, revolution, and with the same auxiliary machinery in operation.

From a daily coal consumption of 15.6 tons the figure was brought down to 9.56, equalling a reduction of 38 1/2 per cent. This great reduction was due to the fact that the old equipment being rather heavy on fuel, but notwithstanding this, the saving registered is remarkable. The feed-water temperature, which before was ap-

proximately 47 degs. centigrade, was increased to approximately 143 degs. centigrade, whilst the temperature of the combustion gases has been reduced from about 315 to about 200 degs. centigrade.

The conversion consisted in altering the high-pressure slide valve cylinder to the Lentz system, increasing the boiler pressure, which involved alterations to the insulation of the boilers, alterations to the smoke chimneys and funnel, and the introduction of superheater, stage preheater and cascade tank.

This work has been carried out by the A. B. Lindholm yard at Gothenburg, which has already in a short space converted fifteen vessels and installed six new Lentz standard marine engines. The yard has now enough orders in hand to keep it fully occupied until the autumn of 1930.

The American Shipping Board has authorised the sale of its last five tankers to the Antietam Steamship Company, which has offered \$580,000 for them.

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PENINSULAR & ORIENTAL FORTNIGHTLY
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(Under Contract with H.M. Government.)

S. S.	Tons	From Hong Kong About	Destination
RAJPUTANA	16,568	22nd June Noon	Bombay, Marseilles & London.
*PERIM	7,048	29th June	Marseilles, London, Antwerp & R'dam
*KASHGAR	9,005	6th July	Marseilles, London & Hull.
*MIRZAPUR	6,715	13th July	Straits, Colombo & Bombay.
*ALIPORE	5,273	20th July	Straits, Colombo & Bombay.
RHYVA	9,135	27th July	Marseilles & London.
RHYBER	9,114	3rd Aug.	Marseilles, London & Hull.

* Cargo only. † Calls Casa Blanca. ‡ Calls Karachi.

Frequent connection from Port Said for Passengers and Cargo to
Constantinople, Piræus, Smyrna and other Levant Ports by steamers of the
Khedival Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS.

S. S.	Tons	From Hong Kong About	Destination
*GURNA	5,248	26th June 5 p.m.	Singapore, Penang & Calcutta.
SANTHIA	7,754	4th July	Singapore, Penang & Calcutta.
TILAWA	10,006	11th July	Singapore, Penang & Calcutta.
TALAMBA	8,018	18th July	Singapore, Penang & Calcutta.
SIRDHANA	7,745	25th July	Singapore, Penang & Calcutta.
TAKIWA	7,745	1st Aug.	Singapore, Penang & Calcutta.
TALMA	10,000	8th Aug.	Singapore, Penang & Calcutta.

† Cargo only.

B.I. Apcar Line steamers have excellent accommodation for 1st
and 2nd class passengers. All steamers are fitted with wireless and
carry a qualified surgeon.

EASTERN & AUSTRALIAN SAILINGS (South).

S. S.	Tons	From Hong Kong About	Destination
ST. ALBANS	4,500	5th July	Manila, Sandakan, Thursday Island,
ARAFURA	6,000	2nd Aug.	Townsville, Brisbane, Sydney &
TANDA	6,956	30th Aug.	Melbourne.
ST. ALBANS	4,500	4th Oct.	
ARAFURA	6,000	1st Nov.	

Regular monthly sailings from Hong Kong to Japan and Hong Kong
to Australia.
The E. & A. S.S. Co. Ltd. steamers will also call at Shanghai, Haikou,
Cebu, Kolumbugan, Tawau, Timor, Darwin, or other ports en route as in-
dicated.

Frequent connections from Australia with the following:—
The Union S.S. Company's steamers to the United Kingdom via New
Zealand, Vancouver, San Francisco, etc.
The P. & O. Royal Mail steamers to London via Suez Canal.
The P. & O. Branch service of steamers to London via the Cape.
The New Zealand Shipping Company's steamers for Southampton and
London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

S. S.	Tons	From Hong Kong About	Destination
KHIVA	9,135	21st June 4 p.m.	Shanghai, Moji, Kobe & Yokohama.
TILAWA	10,006	28th June	Amoy, Moji, Kobe, Y'ham & Osaka.
SIRDHANA	7,745	5th July	Amoy, Moji, Kobe & Osaka.
KHYBER	9,114	12th July	Shanghai, Moji, Kobe & Yokohama.
TALAMBA	8,018	19th July	Amoy, Moji, Kobe & Osaka.
ARAFURA	6,000	26th July	Moji, Kobe, Osaka & Yokohama.
MALWA	10,980	2nd Aug.	Shanghai, Moji, Kobe & Yokohama.
TAKIWA	7,736	9th Aug.	Amoy, Moji, Kobe & Osaka.
KIDDERPORE	5,334	16th Aug.	Shanghai, Moji, Kobe & Osaka.
TALMA	10,000	23rd Aug.	Amoy, Moji, Kobe & Osaka.
KASHMIR	9,935	30th Aug.	Shanghai, Moji, Kobe & Yokohama.

* Cargo only. † Calls Tsingtau & Wei-hai-wei.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Baggage must carry their own Hotel expenses at

Singapore while awaiting the on-carrying steamer.

All Cabins are fitted with Electric Fans free of charge.

Steamers on London and Australian Lines are fitted with Laundries.

Parcels measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received

at the Company's Office up to Noon on the day previous to sailing.

For further information, Passage, Freight, Handbills, etc., apply to:—

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AMERICAN & MANCHURIAN LINE.

(ELLERMAN & BUCKNALL S.S. CO. LTD.)

SAILINGS FROM HONG KONG.

S. S.	Tons	From Hong Kong About	Destination
S.S. "MACHAOH"	10,000	21st June	via Suez Canal, 28th July.
S.S. "GEY OF MALAYAL"	10,000	28th June	via Suez Canal, 5th Aug.
S.S. "ADASTUS"	10,000	5th July	via Suez Canal, 12th Aug.

Steamers proceed via Suez Canal or Panama Canal at Owners' Option.

Subject to change without notice.

For Freight and Passage apply to:—

BUTTERFIELD & SWIRE & THE BANK LINE, LTD., Hong Kong.

Hong Kong & Canton, JARDINE, MATHESON & CO., LTD., Canton.

NEW MOTOR VESSELS

J.C.J.L. TO EXTEND THEIR

FLEET

FOR FAR-EAST SERVICE

Two new single-screw 5,300 h.p. 14 1/2-knot vessels to be placed in the service of the Java-Japan Line, for trade between Java, China and Japan, were ordered last month and the plans of these interesting vessels are now published. They are to be named "Tjinegara" and "Tjisadana" and will be built by the Netherland Steamship Co. to the plans and specifications of the Bureau Complesent. They will run in the owners' regular passenger and cargo service and have the following main characteristics:—
Length overall 458 ft.
Length b.p. 440 ft.
Moulded beam 62 ft.
Depth 38 ft. 6 in.
Deadweight capacity 9,000 tons
Passenger capacity:—
1st class 23
2nd class 42
3rd class 90
Steege 1,600
The cabins for the first-class passengers are located amidships on the promenade deck and these are mainly of the two-berth type. The second-class passengers are accommodated on the upper deck below, and these are mostly in four-berth compartments. On the same deck, around the engine-room casing, are the cabins for the third, second and two fourth officers to port and those for the chief engineer, the second, two third and the fourth engineer.

Interesting Vessels
The first-class dining saloon is forward on this deck, also a few first-class passenger cabins. The dining saloon for second-class passengers is aft on the upper deck and the first-class smoke-room and bar is in the promenade deck forward of the accommodation. The third-class cabins are mainly arranged on the main deck aft, and amidships on this deck are cabins for some of the stewards and warrant officers. Further cabins for the crew are located right forward.

Engine: Single Acting
The engine-room is amidships, and four large holds are provided, two forward and two aft of the machinery space. It is notable that the double-bottom tanks are not used at all for the carriage of fuel oil, as the plans show, but are utilised mainly for water ballast and fresh water, although under the engine-room there are drain tanks, lubricating-oil tanks and fresh-water tanks. A deep tank is provided for the necessary fuel oil and this is aft of the engine-room. The cargo is handled by cranes and not winches, eight of these being provided. They are all electrically operated.

The machinery is of some interest, as the vessels represent two of the very few passenger ships aloft equipped with single-screw plant. The propelling machinery is to be constructed by Werkspoor and it will be of the Sulzer two-stroke single-acting type. In each ship there will be an eight cylinder 5,300 h.p. engine running at 100 r.p.m. and the cylinders will have a bore of 760 mm., with a piston stroke of 1,340 mm. At the speed of the vessels is to be 14 1/2 knots.

The vessels will be the first to engage in this particular service, for which reason their construction is of more than ordinary interest. "The Motor Ship."

A bill has been introduced in the Norwegian Chamber of Deputies for a new service by the Begnske Steamship Company between Bergen and Newcastle, starting in May, 1921.

CONSIGNEES.

ANDREW CRAWFORD & CO., LTD.
GLASGOW.

NOTICE TO CONSIGNEES.

Steamship, "GOGOVALE"
From ANTWERP.

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hong Kong and Kowloon Wharf & Godown Company Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained as follows:—
Optional Cargo will be forwarded unless notice to the contrary be given before 17th instant.
No claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after the 22nd inst. will be subject to rent.
All claims against the vessel must be presented to the undersigned on or before the 3rd July or they will not be recognized.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 22nd inst. at 10 a.m. by our surveyors Messrs. Goddard & Douglas.
No Fire Insurance has been effected.
Bill of Lading will be countersigned by:—
DODWELL & CO., LTD.
Agents.
Hong Kong, 17th June, 1922.

THE EAST ASIATIC CO., LTD.
COPENHAGEN.

The Motor Vessel
"DANMARK"

having arrived, Consignees of cargo are hereby informed that all goods are being landed and placed at their risk into the Godowns of the Hong Kong and Kowloon Wharf & Godown Company Ltd., at Kowloon, where delivery can be obtained as soon as the goods are landed.
No claims will be admitted after the goods have left the Godowns, and all goods remaining undelivered after the 24th June, 1922, at 4 p.m. will be subject to rent.
All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 22nd June, 1922, at 10 a.m.
All claims against the vessel must be presented to the undersigned before the 27th June, 1922, or they will not be recognized.
No Fire Insurance will be effected.
Bill of Lading will be countersigned by:—
JOHN MANNING & CO., LTD.
Agents.
Hong Kong, 17th June, 1922.

INDO-CHINA
STEAM NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

Destination	Steamer	Sailing
T'au via S'ow & S'hai	HANGSANG	Sun., 23rd June at 10 a.m.
T'au via S'ow & S'hai	CHANGSANG	Wed., 25th June at 10 a.m.
T'au via S'ow & S'hai	KWANGSANG	Sun., 30th June at 10 a.m.
Osaka via Amoy, Moji & Kobe	KUMSANG	Fri., 21st June at 7 a.m.
Osaka via Amoy, Moji & Kobe	HOSANG	Thurs., 27th June at 11 a.m.
Osaka via Amoy, Moji & Kobe	KUTSANG	Tues., 9th July at 7 a.m.
Osaka via Amoy, Moji & Kobe	NAMSANG	Thurs., 18th July at 10 a.m.
Straits & Calcutta	YUENSANG	Wed., 19th June at 8 a.m.
Sandakan	HINSANG	Wed., 25th June at 3 p.m.
Sandakan	MAUSANG	Wed., 10th July at 3 p.m.
Tientsin	YUSANG	Thurs., 20th June at 7 a.m.
Canton	WAHSANG	Wed., 18th June at 11 p.m.

For Freight and Passage apply to:—

JARDINE, MATHESON & CO., LTD.,

Telephone Central 215. General Managers.

SEA PASSENGERS

EXCESS OF DEPARTURES OVER ARRIVALS

Passenger figures issued by the Har- bour Office for the week ended June 15, showed 3,000 more departures than arrivals.	Arr.	Dep.
Ocean-going Steamers	10,048	11,248
River Steamers	16,428	17,970
Totals	26,476	29,218

PASSENGER LIST

ARRIVALS

Passengers per "Empress of Russia" from Vancouver, June 17:—
Wm. W. Beattie, E. D. Bush, R. H. Box, R. D. Bode, Lady M. P. R. Bode, and daughter, Mrs. B. Chapkama and son, J. Carregio, Jr., Miss I. R. Castle, Mr. and Mrs. J. M. Dyer, G. A. Dawson, M. Ellis, Miss E. Garahly, Mr. and Mrs. H. A. Hanson, W. C. Hanson, S. Howard, B. Johnson, Mrs. E. M. Kramer, Judge E. M. Lester, Miss A. G. Lawford, Mrs. Lemon, Miss Allen, C. K. MacDonald, R. P. McGregor, Mrs. N. R. Nicholson, Mr. and Mrs. J. F. Owen, Mr. and Mrs. M. J. Patell, W. H. Peters, H. L. Piper, Wm. R. and Mrs. J. W. Brill, D. Clench, Mr. and Mrs. C. Fisk, D. Fitzgerald, Sam G. Honson, J. Helary, G. J. Interlandi, Mr. and Mrs. Keogh, Misses D. and C. Keogh, Mr. and Mrs. P. D. Mahony, E. Miller, Miss W. Miller, Mr. and Mrs. T. Van der Jagt, Mrs. R. and Y. Van der Jagt, Mr. Vin der Jagt, J. Wawonick.

DEPARTURES

Per "Empress of Russia" to Manila, June 18:—A. F. Ames, E. J. Ainslie, E. Berralle, A. Brim, Dr. W. G. M. Buckoch, Dr. P. B. Caldwell, S. S. Bostel, D. Belotti, H. Bruggesser, Mr. and Mrs. B. G. Birch, Mrs. M. Chernoff, Very Rev. and Mrs. S. Colladay, Vis. E. Canaran, T. de la Cruz, Miss E. Desack, G. Diekmann, H. Diekmann, E. Dabray, C. Evangelista, M. Euriques, J. Farren, Miss N. Farren, I. D. Harrison, T. D. Hood, A. de Hamilton, Miss C. G. Hill, Miss B. D. Hoge, R. Lorea, J. Larsen, Miss Larsen, P. C. Larsen, Mr. and Mrs. H. Manter, Miss R. L. Mantz, Mr. and Mrs. G. Morado, A. K. Naiff, Dr. A. Diverser, Lt. J. H. A. Orelbar, Mrs. C. C. de Orelbar (and two children), Mr. W. Miss Pablo, J. R. Phillips, F. H. H. Pipe, Miss E. Remedios, Miss Y. Remedios, Miss F. Somps, Miss A. Somps, Mrs. B. Synne, A. Sandman, Mrs. S. P. Spencer (and children), Miss M. R. E. Van Es, J. Wheat, H. A. Wendt, Mr. and Mrs. Alf Welhaven, Misses B. and L. Welhaven, D. H. F. Wilson.

Per s.s. "Changto" for Australian ports, June 18:—Mr. and Mrs. W. W. Robinson, Mrs. C. L. Terins, Mrs. E. V. Terins, C. K. MacDonald, A. Dixon, Miss Robinson, Mrs. Howie, Linda, W. Kyo, R. Thorpe, Connally, Mr. and Mrs. J. Woolley, Misses M. T. A. Findlayson, Mrs. Weston, Miss Lester, Mr. C. A. Stiebel and son, Miss S. Leitao, Mrs. Lemch, Miss Alan, Mrs. Hyndman, the Rev. G. W. Shepherd, D. Fitzgerald, Neil J. Carroth, the Rev. and Mrs. E. M. Norton and child, Ensign and Mrs. Setfield and child, Pte. F. T. Boyle, Miss Jennings, F. Goulin, R. Godard.

EXHIBITION SHIP

In an endeavour to increase the demand for Free State produce in Great Britain, a floating exhibition of the country's products is being held on board the steamer "Llanelli" at Dublin. This vessel has been lent to the Free State Government by the British and Irish Company, and will proceed to Cork, where further stocks of produce will be taken aboard. Thence the steamer will call at Cardiff and afterwards at Liverpool and Glasgow.

MODEL YACHT RACING

Model yacht and power boat owners are appealing to the L.C.C. for the provision of four new ponds in the London area. Each pond, it is suggested, should be 200 ft. long by 100 ft. wide, and the proposed sites are Lee Marshes, Clapham, Camdon, Hantsford, and Blackheath. Hundreds of boys, and young men, it is stated, are taking up the hobby of model-yachting, and better facilities are needed.

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HONGKONG to YOKOHAMA and Return H.K.\$235.00

Tickets are being sold at the above fare with return
limit of September 30 allowing for stop-over at inter-
mediate port or ports within limit of tickets.

For full information apply at office of

DOLLAR STEAMSHIP LINE

and

AMERICAN MAIL LINE

No. 11 Pender Street (opposite Hongkong Hotel)

American Mail Line

and

Dollar Steamship Line

AUSTRAL-CHINA NAVIGATION CO.

FOR SYDNEY, MELBOURNE AND ADELAIDE

via Manila, Sandakan, Balikpapan, Rabel and Tulagi

S.S. "CALULU", sails on or about 22nd June.

S.S. "CHRONOS", sails on or about 15th July.

For freight and passages apply to:

DODWELL & CO., LTD.

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Hong Kong, April 1, 1924.

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Single screw steel passenger and cargo motor ship. Dimensions:—157' 0" B.P.
x 28' 0" Mid. x 11' 6" Mid.; D.W. 470 tons; B.H.P. 360; Speed 10 1/2 knots. Built
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Factory:—2 Godown, Praya, Dundas St., Mongkok. Tel. K. 68.



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The Scotch Whisky of 'Good Taste'

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PRICES FROM

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ACKNOWLEDGMENT

Mr. J. E. and Miss Hansen wish
to thank all kind friends for their
expressions of sympathy in their
recent bereavement, also for their
floral tributes and attendance at
the funeral.

Hong Kong, Wednesday, June 19, 1929.

A SENSE OF PROPORTION

Whilst the water shortage lasts
and whilst the Water Emergency
Committee are at work en-
deavouring to ease the position it
is only fitting that the community
should exercise a sense of propor-
tion in regard to the crisis.
Those who are worrying least
seem to be the gangs of Chinese
men, women and children who
stand in the queues at the street
hydrants all day long waiting for
their quota. The majority seem
to take the inconvenience and
hardship in a typical philosophical
spirit, seldom murmuring, seldom
grumbling. If there is water to
be had they will get it; if not
then, they will assuredly get it
later. Never in their life time at
least have any gone absolutely
thirsty. The Government is not
likely to permit any of them to
go thirsty now. Hence their
sense of proportion.

Would that that virtue were
true likewise of those who have
every facility of acquainting
themselves with the real nature
of the crisis and who should know
that sometimes even silence and
acquiescence are better far than
expressed hostility or condemna-
tion. The Water Emergency Com-
mittee and the authorities are
working hand in hand, exploring
every avenue likely to increase the

daily supply and conserve
(against the dry months still to
come) the present precarious
storage in the reservoirs. Much
that is being done is of an experi-
mental nature. No scheme ought
to be condemned out of hand just
because it sounds novel or imprac-
tical. The mere fact that an idea
has emanated from brains other
than one's own is no reasonable
excuse for bringing an artillery
of destructive criticism to blow it
out of existence. If the community
spirit is there in all sincerity the
only thought uppermost in the
mind of everyone will be to con-
centrate to the utmost on every
idea, every suggestion, in the
hope that experimentation may
not in every case be found to have
been futile and vain.

More ridicule alone should not
be permitted to act as a deterrent
to exploration of practicable
schemes. Rather should the men
on the job be encouraged and in-
spired to get on with that job un-
trammelled by senseless and un-
timely, damning criticisms that
reveal a total lack of the sense of
proportion. As an old Scottish
saying has it, fools and weans
shouldn't see half done work.
"Wet blankets" are not required
when a serious bit of job is to be
done in the interests of the whole
community. If they themselves
cannot help, let them beware of
hindering others!

The only possible advice to give
to the community is: Keep cool;
don't lose your heads; don't per-
mit others to make you panicky;
you have had water before; you
shall have it again either
through the mains or from im-
ported sources; keep your sense
of proportion till brighter days
come and your supply of water is
again normal!

Disarmament Problem

The Labour Government, we
think, must be accounted lucky in
having so able an economist as
General Dawes in London at pre-
sent. He should be of incalculable
service in bringing sane and
sound views upon such questions
as Disarmament, which subject
obviously requires fresh methods
of treatment. Already America's
new Ambassador has indicated
that he regards it as part of his
official duty to assist in the solu-
tion of the problem, and, with
characteristic energy, he has not
lost time in expressing his views
on the subject. What he has to
say will by no means meet with
the views of those who have
already attempted to solve the
problem, particularly those re-

sponsible for our Navy's
efficiency. General Dawes prac-
tically ignores the luminaries of
the Admiralty and pins his faith
on the wisdom of the statesmen,
especially those of Great Britain
and America. But are the politi-
cians (or statesmen) likely to get
far with a solution based upon
their own views rather than those
really familiar with the subject?
The "human element," referred to
by General Dawes, is all very
well but is it likely to reach some-
thing enduring? We think there
is a good deal to be said for the
calm and judicious reasoning that
takes actual facts into considera-
tion. The other sort of "reason-
ing," understandable by the "man
in the street," whom the General
evidently wishes to please, is apt
to degenerate into a sickly senti-
ment rather over-valued by
General Dawes's compatriots and
which, long ago, was found de-
plorably futile by the practical
statesmen and naval technicians
of Great Britain.

Messrs. Ellis & Edgar have issued
their May list of figures and quota-
tions of local and other stocks—a
handy guide for all share investors.

Palms, valued at \$51, were stolen
from residence of Mrs. F. M. Ellis,
No. 455, The Peak, the night before
last. It is understood that the
plants were rooted up from the
pots.

Dr. Rabindranath Tagore, the
well-known Indian poet and philo-
sopher, passed through the Colony
yesterday on his way back to India
by the M.M. liner "Angers." Owing
to his ill-health the Indian com-
munity here held no reception in his
honour.

Before Mr. E. W. Hamilton, at
the Central Magistracy yesterday,
four Chinese were charged with
obtaining goods from the Wing Tai
firm of No. 119, Des Vaux-road,
Central, and other native concerns,
in the name of the Man Woo Chung
firm, which is alleged to have been
closed some time before the credit
was obtained. The defendants were
arrested in Macao and some of the
goods ordered from one of the stores
were recovered. The first three
accused were remanded until to-
morrow, whilst No. 4 was discharg-
ed.

CLOUDS DISSOLVE

(Continued from page 1.)

A Large Shipment

What will be the largest individ-
ual shipment of water here has
been discharged by the s.s. "Mirzapore"
when she arrives here on July 9.
She is bringing 2,000 tons and
arrangements are being made to
provide lighterage for this quantity.

Wasting Water

An Indian watchman of the
Kwong Fook Lung Shipyard, Sham-
shui, was yesterday fined \$5 by
the Kowloon Magistrate, Mr. T. S.
Whyte-Smith, for wasting water
from a street hydrant. Accused
said that the water was overflowing
when he arrived at the hydrant,
and, being in need of water he
scopped it up from the roadway.
Sub-Inspector Hoare said that the
water was not overflowing.

WASTE OF TIME

More Cases at the Central
Magistracy

Several further "water cases"
were heard at the Central Magis-
tracy this morning, all of which
the Acting First Magistrate Mr. E. W.
Hamilton said were a waste of time
not only to himself but to the com-
batants.

To two (a man and a woman)
who were charged with fighting His
Worship asked why they did not
imprison the vast majority of their
people, who behaved admirably in
these troublesome times? Fight-
ing between each other did not make
it any easier to get water.

Both accused were bound over in
a personal bond to keep the peace.
Another case was dealt with in
the same manner. Inspector Bloor
said that binding over the persons
concerned was the best thing to do
under the circumstances.

A Chinese lad and a man were
said to have quarrelled at a street
fountain. The former was fined
\$10 or 12 strokes of the cane and
the man was fined \$5 or 8 days
imprisonment.

His Worship said that he would
have dismissed the case against the
man had he omitted striking the
boy back. The boy, according to
the prosecution, had struck the man
first. It was only natural that one
would strike back if one was hit
first. Therefore for telling a lie he
would fine the man.

CORRESPONDENCE

RAVINE WATER

(To the Editor of the "China Mail.")

Sir,—Some time ago a correspon-
dent wrote to you of the danger to
residents in the vicinity of the
Glenealy ravine through the con-
tamination of the water through
the washing of clothing there by
senseless Chinese, whilst others fill
their buckets there and carry the
water home for domestic purposes.

I have now to report one death
in the vicinity. The victim was an
amah employed in one of the Portu-
guese residences. She had used
some of the ravine water during
the time the mains were closed, and
her death was attended with all the
symptoms of cholera.

Now perhaps something will be
done!

Yours, etc.,

SAFETY FIRST.

Hong Kong, June 19.

CANTON DOINGS

ATTACK ON KWEIPING IN KWANGSI

FRUITLESS CONFERENCE

Canton, June 15.
The remnants of the Kwangsi
forces having retreated from Liu-
chow to Kweiping, a city in the
Chunghow district of Kwangsi, their
commanders deputed two representa-
tives to Wuchow to inform Generals
Yu Tsok-pai, Li Ming-shan and Yang
Teng-fei that, in order to avoid fur-
ther devastation by war in Kwangsi,
the commanders were willing to sur-
render (with their troops) to the
National Government, and that the
city of Kweiping would welcome the
entrance of the Government troops.
The pro-Government Generals insist-
ed, however, that Generals Pei Chung-
hai and Wong Shi-hung should first
send a circular telegram to announce
their resignation from their command
and their intention to go abroad;
otherwise, there was no room for
negotiation.

When the delegates returned with
this condition to the remnants' camp
in Kweiping, a conference was call-
ed to consider the question of either
holding out or surrendering.

At first, there were a number in
favour of Pei Chung-hai and Wong
Shi-hung leaving Kwangsi, as the
situation was hopelessly against
them; but it was finally decided to
defend the city to the last.

On receiving this news, the pro-
Government Generals at Wuchow be-
gan immediate preparations for the
attack of Kweiping.

Segregation of Revenues
It is understood that among the
financial measures that will be put
into operation by Mr. T. V. Soong,
Finance Minister, during his stay in
Canton, will be that of segregation
of national and provincial revenues.
—Canton News Agency.

CRIMINAL SESSIONS

IDENTIFICATION IN ROBBERY CASE

AN ADJOURNMENT

When the Criminal Sessions were
resumed before His Lordship the Chief
Justice (Sir Henry Gollan, Kt., K.C.)
yesterday afternoon, the case was called
in which a Chinese is charged with
robbery, with others not in custody, in
the servants' quarters of Armand
building on May 1.

In view of His Lordship's action in
the morning in throwing out another
robbery case on the question of identi-
fication, Mr. H. K. Holmes, Crown
Solicitor, applied for an adjournment
in order that the interpreter present at
the parade might be called.

His Lordship granted the application,
adjourning the trial until July 2, on
which date the Puisne Judge (Mr.
Justice Wood) will hear the murder
case against Chau Kau, which was ad-
journed yesterday owing to the indis-
position of Mr. Leo d'Almada, jun., de-
fending counsel.

IN BANDIT HANDS

BESIEGED MISSIONARIES RELEASED

EFFECTED BY NEGOTIATION

Hankow, Yesterday.
The China Inland Mission here has
received a telegram from Homan stat-
ing that Superintendent Joyce has
effectuated the release of the Shaikhen
missionaries and child with the excep-
tion of Mr. Weller, whose release is ex-
pected on June 19. No details are
given and it is believed the release was
effected by negotiation.—Reuter.

A BABY'S FALL

CARRIED OVER WEIR AND THROUGH TUNNEL

Burnley, May 7.

The 18-month-old son of Richard
Johnson, a weaver, of Beach Street,
Padiham, had a remarkable escape
from drowning to-day.

The boy was playing near his
home when he fell through a broken
railing into a mill race. He was
carried over a weir and through a
100-yard tunnel which runs under
a weaving-mill.

A playmate gave the alarm, and
workers from the mill rushed to the
other end of the tunnel.

Climbing down to the stream by
means of a ladder James Fullalove,
a mill engineer, seized the child as
it was washed out. The child was
taken to the engine-house, where it
recovered after artificial respira-
tion lasting over an hour.

P'RAPS

P'RAPS NOT!

Stranger to Aberdeen Police-
man: "The streets are very quiet
to-day. Is it a holiday here?"
Policeman: "No, it's a Flag
Day."

Housewife (suspiciously): "I
see you have placed all the best
tomatoes on the top."
Stallkeeper: "Yes, lady. That
saves you the trouble of hunting
through the box for 'em."

Customer (to watchmaker): "I
told you that my watch lost half an
hour every day, and now that you
have repaired it, it gains half an
hour every day."
Watchmaker: "Well, don't com-
plain. It's only working to catch
up lost time."

Little Edna came home from her
first visit to Sunday school, carrying
a small bag of sweets.
Why, Edna, where did you get
the sweets? asked her mother.
Edna looked up in surprise. "I
bought them with the penny you
gave me," she said. "The vicar met
me at the door and got me in for
nothing."

"What became of your little gold-
fish?" asked a visitor of a small
boy. "Did it die?"
"No."
"Killed?"
"No."
"Lost?"
"No."
"Poisoned?"
"No."
"Then what happened to it?"
"It grew into a big fish!"

"Goodness me! It's half an hour
since I sent you round to the shop
to get those things and here you
are back again without them!"
cried his mother.

"It was such a long time before
my turn came to be waited on that
I forgot what it was you wanted,"
said little Dick.

"Then why on earth didn't you
come home and find out?"
"Well, ma, I was afraid if I left
I'd lose my turn."

They sat at table, he and she, and
gazed into each other's eyes whilst
he mechanically consumed the food
which was set before him.

"Ah," she said, "I am glad you
like it. Mother says there are only
two things I can make properly—
potato salad and marmalade tart."

"Indeed," he replied, "and which
is this?"

Sweeping back his long, black
hair with an impressive gesture,
the actor faced the director of the
film studio. "I have come, sir,"
he said, in a deep, bass voice, "be-
cause I desire a position in your
company."

"Have you had any experience of
acting without an audience?" asked
the film director.

A flicker of sadness appeared for
a moment in the expressive eyes of
the actor. "Acting without
audiences," he replied, "is what
brought me here!"

Rastus: "Here am a telegram
from de master in Africa stating
he am sending us some lions' tails."
Circus Owner's Wife: "Lions'
tails, Rastus? What are you talk-
ing about?"

Rastus: "Well, read it yo'self.
It says plain: 'Jees' captured two
lions; sending details by mail.'"

Ted: "Where did you get that
black eye, Bill?"
Bill: "It was done by a fellow
at whose wedding I was best man."
Why, what for?" inquired Ted.
"Because I kissed the bride,"
replied his friend.

"But I thought it was the custom
for the best man to kiss the bride,"
said Ted.

"Yes," replied Bill, "but it was
two years after the ceremony."

Sergeant: "What's the first
thing you do when cleaning your
rifles?"
Private: "Look at the number."
Sergeant: "And what has that
got to do with it?"
Private: "To make sure 'Im
cleaning my own rifle."

The stingiest man on record took
his bride for a train ride on their
honeymoon trip. To eat during
the journey he bought her six-
pennyworth of sweets. When
they ended their trip and got off
the car, he said: "Now, honey,
suppose we save the rest of these
sweets for the children."

"How long you in jail fo',
Moses?"
"Two weeks."

"What am de ch'ge?"
"No ch'ge; everything an free."
"Ah mean, what has you did?"
"Dor shot my wife."

"You killed yo' wife, and only in
jail fo' two weeks?"
"Dat's all—den I gits hung."

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can depend on our quality
work to restore to them their
original lustre.

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INDIAN EDITOR

HOPES TO FORM PRESS COUNCIL

'A DISTINCT' PROFESSION'

K. Natrajan, editor of the "Indian Daily Mail," Bombay, presiding at the first Indian Press Conference at Bombay recently, said that journalism should be recognized as a distinct profession, and not as a mere adjunct of political or communal propaganda. In addition to having a fairly good degree at a university, the journalist, he says, must be a total abstainer.

To raise the status of journalism as a profession the conference may undertake to institute under the auspices of a central council a re-

PLEASE DON'T WASTE WATER

gister of journalists. The council would frame a few general rules of professional conduct, violation of which would entail removal from the register.

The conference formed a standing committee to formulate a scheme for the improvement of the status and conditions of service of journalists and for the establishment of an all-India organization to safeguard her interests.

CLEANING ART

THE ENGLISH ATTITUDE

One of the great differences between the English and the Continental peoples is the hesitation of the former with regard to cleaning. Gradually more English people are sending their clothes and their household things to be dry-cleaned, but they are still comparatively few compared with their Continental neighbours. The hen and the egg problem arises here in rather an acute form. Cleaning in England is expensive, and it takes a long time. Where a winter garment cannot be parted from for a week it has to go dirty, and this also applies to other clothes. On the other hand, with a greater demand for cleaning probably the process would be speeded up and would become cheaper.

In France and Germany cleaning is part of the routine. No dresses or coats are put away dirty for any lengthy period, and one of the features of Paris is the number of little cleaners who are dotted about the city, to whom Parisians resort with the utmost regularity. And if the process is necessary in England, where coal smoke is allowed pretty well to have its own way, and where colours become dulled in the shortest possible time under their cloak of dirt. In Paris dresses and coats can be received back after about three days, and sometimes earlier. In Germany they can be had the next day. In neither is the expense considerable, as it is the case here; for one reason, because the pressing is beautifully done—even in the case of pleating—by the owner of the little shop. Clothes that are thus cleaned and pressed last a good deal longer,

because they look well up to the end. Americans, of course, press their clothes all the time, and an American boy learns to press his own trousers as a regular thing. English people have at last taken systematically to coat-hangers and shoe-trees, and when they treat cleaning and pressing as a matter of course they should be as well dressed as other people, but not before.—Ex.

MONEY AND SHARES

TO-DAY'S QUOTATIONS

On London—	1/11 1/2
Bank, wire	1/11 3/4
Bank, on demand	1/11 3/4
Bank, 30 days' sight	1/11 3/4
Bank, 4 months' sight	1/11 3/4
Credits, 4 months' sight	2/- 1/2
Documentary 4 months' sight	2/- 1/4
On Paris—	
On demand	1197 1/2
Credits, 4 months' sight	1272 1/2
On Berlin—	
On demand	—
On New York—	
On demand	46 1/2
Credits, 60 days' sight	46 1/2
On Bombay—	
Wire	129 1/2
On demand	129 1/2
On Calcutta—	
Wire	129 1/2
On demand	129 1/2
On Singapore—	
On demand	85 1/2
On Manila—	
On demand	94
On Shanghai—	
On demand	81
30 day's sight (private paper)	—
On Yokohama—	
On demand	106
Gold Leaf, 100 fine (per tael)	—
Sovereigns (Bank's buying rate)	10.00
Silver (per oz.)	24 1/2
Bar Silver in Hong Kong	Nominal
Copper Cash	Nominal
Chinese Copper Cents 6% Prem.	—
Rate of Native Interest	7% p.a.
Chinese Sub. Coin	30 1/2 % dis.
Hong Kong Sub. Coin Par.	—

LONDON EXCHANGES

London, Yesterday.	
Paris	123.95
New York	484 25/32
Brussels	34.925
Geneva	25.205
Amsterdam	12.07 3/4
Milan	92.65
Berlin	20.315
Stockholm	18.13
Copenhagen	18.205
Oslo	18.195
Vienna	34.62
Prague	163.34
Helsingfors	192.34
Madrid	34.125
Lisbon	108 1/2
Athens	87 1/2
Bucharest	618
Rio	8 1/2
Buenos Aires	47 1/16
Bombay	Holiday
Shanghai	2/4 1/4
Hong Kong	1/11
Yokohama	1/9 18/16
Silver Spot	24 1/2
Silver Forward	24 9/16

—British Wireless Service.

T.T. on London

T.T. on Shanghai

Banks

H.K. Bank \$1240 s
H.K. London Reg. \$132 1/2 n
Chartered Bank \$19 1/2 b
Mercantile A. & B. \$23 n
Mercantile C. \$15 1/4 n
P. & O. Bank \$9 1/2 n
Bank of East Asia \$90 1/2 n

Insurances

Canton Insurance \$640 s
Union Insurance \$323 1/2 s
North China Insurance \$150 b
Yangtze Insurance \$460 n
China Underwriters \$210 s
China Fire Insurance \$500 b
H.K. Fire Insurance \$75 n

Shipping

Douglases \$27 1/2 n
H.K. Steamboats \$24 1/2 s
H.K. Tugs & Lighters \$260 s
Indo-China (Pref.) \$50 1/2 b
Indo-China (Def.) \$70 n
Shell Transports (old) 10/- n
Shell Transports (new) —
Union Water-boats \$22 n

Mining

Benguets \$3 n
Kailan Mining Ad. 65/- n
Langkats (comb.) \$14 s
Langkats (single) \$7 1/2 s
Shanghai Explorations \$23 s
Shanghai Loans \$14 1/2 s
Raubs \$8 1/2 n
Tronoh Mines \$7 1/6 n

Docks, Wharves, Godowns, &c.

H.K. & W. Docks \$123 1/2 s
H.K. & W. Docks \$123 sa
H.K. & W. Docks \$35 b
China Providents \$4.10 s
Hongkows \$168 n
New Engineers \$5.85 b
Shanghai Docks \$133 1/2 b

Cotton Mills

Ewo Cottons \$12.70 b
Oriental Cottons \$12.20 b
Shanghai Cottons (old) \$7.70 b
Shanghai Cottons (new) \$7.88 b

Land, Hotels & Buildings

H.K. & S. Hotels \$3.60 s
H.K. Lands \$62 s
Shanghai Lands \$112 1/2 b
Humphreys' Estates \$13 1/2 b
H.K. Realities \$7 1/2 b
H.K. Territorials —
Prince's Buildings —

Public Utilities

H.K. Tramways \$18.40 b & sa
Peak Trams (old) \$11.80 b
Peak Trams (new) \$6.05 n
Star Ferries \$65 b 66 s
China Lights (comb.) —
China Lights (old) \$13.90 s
China Lights (new) \$13 1/2 sa c Rts.
China Lights (new) \$12.90 s x Rts.
China Lights (new) \$7.90 n Rts.

China Lights (new)

China Lights 1928 issue —
H.K. Electrics (old) \$55 b 55 1/2 sa
H.K. Electrics (new) \$55 1/2 sa
H.K. Electrics (new) \$26 1/2 n
H.K. Telephones \$7 b
China Buses \$14 1/2 b
Singapore Tractors \$11 s
Singapore Pref. \$18/- n
Sandakan Lts. \$2 1/2 n

Industrials

China Sugars 80 cts. b
Malabon Sugars \$27 n
Canton Tees \$2 b
Cements (comb.) \$7.90 s
Cements (old) \$7 1/2 s
Cements (new) \$1.40 n
H.K. Ropes (old) \$7 s
H.K. Ropes (new) —
United Asbestos \$5 b

Stores, &c.

Dairy Farm \$19 sa
Watsons \$12 n
Der A. Wings 80 cts. b
Lane, Crawford's \$13 s
Mackintoshes \$18 b
Sinceres \$12 b
Wm. Powells \$3 s

Miscellaneous

H.K. Amusements \$29 1/2 b
H.K. Constructions \$1 1/2 s
B. Ind. G.S. Bonds 67 1/2 n
H.K. Govt. Loans 7 1/2 b Prem.

STANDARD TIME.

Sunrise and Sunset in Hong Kong for June (Standard time of the 120th Meridian, East of Greenwich), are as follows:—

June	a.m.	p.m.
19	5.39	7.10
20	5.39	7.10
21	5.39	7.10
22	5.38	7.10
23	5.38	7.10
24	5.40	7.10
25	5.40	7.11
26	5.40	7.11
27	5.40	7.11
28	5.41	7.11
29	5.41	7.11
30	5.41	7.11

A WEEK'S DISEASE

The following cases of notifiable diseases were notified during the week ended June 15:

Cases	Deaths
Small-pox	2
Diphtheria	1
Enteric Fever	9
Cerebro-spinal fever	2

The only non-Chinese cases were one American and one Indian—both enteric fever.

During the 24 hours ended on June 17 one case of small-pox, one of enteric fever, and one of cerebro-spinal fever were notified. All were Chinese.

Yesterday three cases of small-pox and one of diphtheria were reported. All were Chinese.

See JASPER NATIONAL PARK

For feature of the Scenic
Route across CANADA

This famous mountain playground, highlights your trip across the Canadian Rockies by the route of the lowest altitude and easiest gradient of any transcontinental line. Yet it is but one of the many glorious scenes in this new route. Daily all-steel trains from Vancouver, with radio-equipped, observation cars. Moderately priced dining car service.

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PRICKLY HEAT LOTION, POWDER and SOAP

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Queen's Dispensary
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Restful Nights mean vigorous days

Sleeplessness is a sign of nervous debility. You need not suffer from weakened nerves if only you take care to strengthen your system with Sanatogen. Sanatogen infuses into your nervous cells phosphorus and albumin which build up new strength and energy.

In an entirely natural way Sanatogen will conquer your sleeplessness and its consequences—fatigue, listlessness and depression—and you will soon enjoy restful sleep and all-day fitness again.

Miss Norma Lorimer, the well-known authoress, writes:

"I tried it (Sanatogen), as I have tried so many other things when I have suffered from sleeplessness, and general debility, without expecting to do so much good. Therefore I am writing this pleased to have found it the best tonic."

Sanatogen banishes your nerve troubles, renews your blood, strengthens and builds up your system into a solid and permanent fabric of health.

SANATOGEN
The True Tonic-Food

At all chemists and stores.

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SINCERE'S
SEMI-ANNUAL SALE

STARTS TO-DAY!

BARGAINS IN ALL DEPARTMENTS

Earlier Visit—Better Selection

"THE SALE THEY ALL TALK ABOUT"

Sport Columns

HOME CRICKET

SCORES IN FIRST TEST MATCH

COUNTY CHAMPIONSHIP

On the third day (yesterday) of the First Test at Edgbaston, England forced the pace and ultimately declared at 348 runs for four wickets. Sutcliffe and Hammond reached three figures. At the lunch interval the score was 219 runs for one wicket.

Catterall and Mitchell opened South Africa's 2nd innings. When the score was 103 for no wicket, Catterall had scored 61 and his partner 35. They remained together till just before the drawing of stumps when Catterall was dismissed with two short of his century. Mitchell carried out his bat. The weather was brilliant but there was only a moderate attendance. The wicket remained good. Complete scores:—

England—1st Innings	
H. Sutcliffe, c. Cameron, b. O'Casey	26
E. T. Killick, c. Morkel, b. O'Casey	31
W. R. Hammond, b. Quinn	18
K. S. Duleepsinhji, c. Vincent, b. Morkel	12
E. Hendren, b. Morkel	70
M. Leyland, c. Taylor, b. O'Casey	3
P. G. H. Fender, c. Cameron, b. Quinn	6
M. W. Tate, c. Mitchell, b. Morkel	4
H. Larwood, lb.w., b. O'Casey	5
J. C. White, run out	5
G. Duckworth, not out	11
Extras	17
Total	245

Bowling Analysis	
O. M. R. W.	
Morkel	20 4 40 3
Quinn	27 3 54 2
O'Casey	25 2 50 4
Vincent	7 0 37 0
Mitchell	2 0 10 0

South Africa—1st Innings	
R. H. Catterall, lb.w., b. Fender	87
B. Mitchell, b. Tate	35
J. A. J. Christie, b. Larwood	1
H. W. Taylor, b. Larwood	2
D. P. B. Morkel, b. Tate	5
H. G. Duane, c. & b. Fender	29
H. E. Cameron, b. Larwood	5
H. G. Owen-Smith, b. Tate	25
C. L. Vincent, not out	14
N. A. Quinn, b. Larwood	1
A. L. O'Casey, b. Larwood	2
Extras	11
Total	250

Bowling Analysis	
O. M. R. W.	
Larwood	42 4 84 3
Tate	44 14 88 3
Fender	32 10 64 2
Hammond	22 12 44 0
White	32 19 64 0

England—2nd Innings	
H. Sutcliffe, b. Morkel	114
E. T. Killick, b. Quinn	23
W. R. Hammond, not out	138
P. G. H. Fender, c. Vincent, b. O'Casey	12
K. S. Duleepsinhji, lb.w., b. O'Casey	1
E. Hendren, not out	8
Extras	12
Total (for 4 wks., dec.)	808

Bowling Analysis	
O. M. R. W.	
O'Casey	28 2 56 2
Morkel	22 6 44 1
Quinn	20 2 40 1
Owen-Smith	6 0 12 0
Vincent	12 3 24 0
Christie	5 1 10 0

South Africa—2nd Innings	
R. H. Catterall, c. White, b. Fender	98
B. Mitchell, not out	61
Extras	12
Total (for 1 wk.)	171

Bowling Analysis	
O. M. R. W.	
Larwood	11 6 22 0
Tate	16 4 32 0
Fender	15 4 30 1
White	13 5 26 0
Hammond	3 0 6 0
Duleepsinhji	1 0 2 0

COUNTY SCORES

Feats Accomplished by Allen and Bowley

London, Yesterday. First-class cricket matches concluded to-day resulted as follows:—

Middlesex v. Lancashire
At Lord's, Middlesex lost 1st innings points to Lancashire. Scores:—

Lancashire 241 runs (Tyldesley, E., 102; G. O. Allen 10 wickets for 40 runs) and 310 runs for 9 wickets, declared (Hopwood 106 not out).
Middlesex 228 runs (Lee 124) and 170 runs for 5 wickets (Lee 105).

Sussex v. Glamorgan
At Hove, Sussex lost to Glamorgan by 56 runs. Scores:—

Sussex 306 runs (Bowley 130; Davies, E., 5 for 26) and 141 runs (Mercer 5 for 77).

Glamorgan 101 runs (Wensley 5 for 49) and, following on, 408 runs.
Bowley completed his 1,000 runs for the season and is the first batsman to do so this year.

Essex v. Surrey
At Leyton, Essex took 1st innings points from Surrey. Scores:—

Essex 249 runs (O'Connor 151) and 215 runs for 7 wickets, declared.
Surrey 158 runs (Nichols 5 for 35) and 201 runs for 3 wickets.

Oxford v. Derbyshire
At Oxford, the University lost to Derbyshire by seven wickets. Scores:—

Oxford 224 runs and 162 runs.
Derbyshire 237 runs (Garthwaite 5 for 74) and 151 runs for 3 wickets.

Leicester v. Gloucester
At Leicester, Leicestershire beat Gloucestershire by eight wickets. Scores:—

Gloucestershire 201 runs (B. H. Lyon 132) and 151 runs.
Leicestershire 270 runs (Berry 102) and 83 runs for 2 wickets.

Worcester v. Northants
At Worcester, Worcestershire lost to Northamptonshire by 254 runs. Scores:—

Northants 225 runs (Root 7 for 74) and 234 runs (Root 6 for 72).
Worcester 119 runs (Clark 5 for 41) and 86 runs.

Yorkshire v. Notts
At Sheffield, Yorkshire defeated Notts by five wickets. Scores:—

Notts 157 runs and 144 runs (Rhodes 7 for 33).
Yorkshire 205 runs (Staples, A., 8 for 60) and 99 runs for 5 wickets.

Somerset v. Cantab
At Bath, Somersetshire defeated Cambridge University by an innings and 71 runs. Scores:—

Cambridge 132 runs and 231 runs (Hunt 6 for 90).
Somerset 434 runs for 7 wickets, declared (Ingle 103).—Reuter.

SPORTS BREVITIES

SCORES IN ST. GEORGE'S VASE CONTEST

London, June 8.
Playing for the St. George's Vase at Sandwich, T. A. Torrance was successful with a score of 148. T. P. Perkins being second with 151.

E. P. Kyle, of the F.M.S., tore up his card.

Irish Lady Champion
In the final of the Irish ladies' championship, Mrs. Hall defeated Mrs. Taylor one up.

ESSEX CRICKET DISCOVERY

The Essex County C.C. have discovered a fine bowler in Tommy Wade, the 18-year-old Maldon professional. He bowls a slow, right-hand ball with plenty of spin and comes in from the off.

Playing for Essex against Nottinghamshire at Colchester during the week he bowled four batsmen before a run had been scored off him, whilst earlier in the season he captured three Surrey wickets for 19 runs.

Public School's Cricket

In Public Schools' Cricket Clifton defeated Rugby by an innings and 61 runs, whilst Cheltenham beat Marlborough by 76 runs.

Last season Clifton won by five wickets and Cheltenham drew with Marlborough.

BETTY NUTHALL IN FORM

The chief feature of the victory of Great Britain over South Africa in the women's tennis at Bournemouth by four matches to three was the dazzling play of Miss Betty Nuthall, who beat Miss R. D. Tapscott 6-0, 6-1.

Betty, on her present form, will start Wimbledon.

Wimbledon Professional
Daniel Maskell, the Queen's Club professional, has been appointed permanent professional at Wimbledon.

TRIANGULAR ATHLETIC

At Stamford Bridge in a triangular athletic contest Achilles Club were successful with 30 points, Dominion Students obtaining 6, and the Hospitals 8.—Singapore Free Press.

TILDEN AND HUNTER

EACH PLAYS 4 MATCHES IN 4 HOURS

VICTORIOUS IN ALL

London, Yesterday.

W. T. Tilden and F. T. Hunter (the American lawn tennis players), in the course of four hours to-day at Queen's Club, in the London championships, each played four matches—and won them all.

In the first round Tilden met H. Lee, the young champion of Kent. This was Tilden's first appearance in England this season and he won easily in 6-1, 6-4.

Both Tilden and Hunter went on to reach the fourth round of the singles. Jointly they reached the second round of the doubles.

In the second round of the singles Tilden beat Harris 6-4, 6-3. In the third he beat A. A. Fyfe (the Indian Davis Cup representative) 6-0, 6-1.

In the third round of the women's singles, Mrs. Eglington (Britain) beat Miss Marjorie Morrill (America) 6-4, 5-4 and Mrs. Bundy (America) beat Miss Edith Cross (America) 2-6, 2-8, 6-0.—Reuter.

BRITAIN'S PROSPECTS IN THE GRASS SEASON

This seems to be a year of good fortune for England in the matter of gaining (or regaining) championship honours, says the "Observer".

The Test cricket matches in Australia; the Ryder Cup victory at golf over America; the exploits and records of Segrave and Campbell; surely such examples will not be lost upon our players of lawn tennis—the most worldwide game of all?

We have perhaps half a dozen young players who are quite capable of being as good as any overseas competitors so far as stroke-making, tactics, and stamina are concerned. The one thing they seem to lack is confidence in their own powers.

This lack of confidence is natural enough, seeing for how many years now English lawn tennis has been under the weather. It has too often been the case that our players have gone into court beaten before they start; and beaten by their opponents name, not by his play.

These great overseas prestige is as big an asset to them as their play. Take the big four—Tilden, Borotra, Coclet, and Lacoste. With the exception of Lacoste, all the others have been beaten by players no better than our best. And even the great Lacoste, only the other day, found an English player against whom he had to improvise miracles to win, and that English player was not, this year, considered worthy of even a trial for the representation of this country in the Davis Cup.

The day will come, and I think it will come soon, when one of our best men will get a lead against one of the "big four," and stick to that lead, and push his advantage right home, and win. And when that once happens it will be a very short time indeed before his exploit is emulated and repeated by other English players.

For there is not very much in it as between our leading half dozen. In J. C. Gregory (who won the championship of Australia during the recent world-tour, and is, on his day, certainly our strongest player), H. W. Austin, D. M. Greig, G. P. Hughes, J. S. Olliff, and C. H. Kingsley we have six men of really great potentialities. And if N. Sharpe can, in the coming season, reproduce on grass the form he consistently produces on a wood floor; and if E. Higgs recovers from a damaged knee, these two, with I. G. Collins, and E. C. Peters, might make any of the first six p all the way to beat them. It is up to one or other of these men to break through the shameful circle, and to break through it this year. They have the "will to win" all right, but long years of emphasised inferiority have sapped the confidence of the younger generation of our players in their own powers. That confidence must be regained; and there is no more excellent reason for a man's having confidence in

himself than the knowledge that others have confidence in him.

The Walling Habit

It is time that the annual walling about the decadence of English lawn tennis came to an end. Our best young players of to-day would have fought an even battle with any of our own great players of the past; these great players were good enough to beat the invaders of their day; and our young ones could and would do the same if it were not perpetually drummed into them that they are not good enough and haven't a chance. Some may retort:—"Ah! but the best foreign players of those days were nothing like as good as the best overseas players of to-day!" I would ask them if they have forgotten Norman, Brooks, M. E. McLoughlin, and A. H. Gobert?

The coaching received by our best players from Karel Kozeluh, now for the second season engaged by the L.T.A. for that purpose, has undoubtedly added to the equipment of those who have had the opportunity of enjoying it. So far, however, no attempt has been made to train our players, either individually or, more important still, as a team.

The training system usually produces good results, as may be seen from American successes, and from the most shining example of all, Lacoste himself, who by its means transformed himself from a rather delicate boy into a pangen of athleticism. English players have never taken kindly to the idea of training; they regard games as games, to be enjoyed rather than worked at; and, for the vast majority, that is a view with which it is impossible to quarrel. But if a man submits himself for "trial" to represent his country in international matches, and is selected to do so, he must be taken to incur the duty of training. For the time being the mere pleasure of playing to amuse himself should be subordinated.

Coaching may do much: training will do more; but without confidence neither coaching nor training is of much avail. A big success on the part of any one of our men will open the gates for the others: I feel sure that that success will be achieved, and achieved soon; the only doubt in my mind is as to which man will be the first to gain it, and, by so doing, dispel the bogey of "deterioration" which has had such a mischievous effect on Englishmen's tennis of recent years. The "inferiority-complex" has been too long the bane of the game in this country: I hope—and I expect—that the summer will see the last of it.

Rich Experience

Playing abroad has made a great deal of difference to our men. The three who completed the "world-tour," so successfully organised by the L.T.A., have all returned home stronger players; and some of those whom it was impracticable to include in the touring team have strengthened their game on the Continent, where more than one good success has fallen to them. America, Australia, and France have all demonstrated in the past that it is only by visiting countries and meeting in friendly opposition players of other nationalities that a man can really put a cutting edge, so to speak, on his weapons. This lesson has now been learnt by us; and the experience of new men and new methods learnt abroad is bound to have its weight in contests on home courts.

Two reforms frequently advocated in the "Observer"—the institution of an official Ranking List, and the playing of Davis Cup Trials on Davis Cup lines instead of in a haphazard and inconclusive fashion—have already been adopted by the L.T.A. The Council, by their arrangements for the recent world-tour and by engaging the best professional coaching, having undoubtedly added to our strength. It is at any rate possible that our Davis Cup team of the future will be put in charge of a professional trainer as soon as suggested. This would improve our chances so far as team work is concerned. But the personal abilities of the players would do more; and I am not by any means alone in feeling that for this auspicious event the hour is even now beginning to strike.

SPORTS CLUB

FAREWELL DINNER TO MR. FIDDES WILSON

A HAPPY GATHERING

A farewell dinner was given last night at the Sports Club in honour of Mr. W. D. Fiddes Wilson, the popular Starter and Clerk of the Course for the Hong Kong Jockey Club.

Mr. H. H. H. Priestley presided, others present being Mr. Ho Leung (Vice-Chairman), the Hon. Mr. W. E. L. Shenton, Messrs. Ho Kometong, O.B.E., A. J. P. Heard, H. W. Moor, W. T. Stanton, A. Morris and H. C. Lee (Hon. Secretary).

Mr. Priestley said that the unfortunate duty of having to say good-bye to a departing member and friend had once more fallen to his lot. Mr. Wilson, not feeling sure of himself, had gone and got himself engaged—(laughter)—and would be leaving them, on transfer to Tientsin.

The Chairman then paid a tribute to the good work performed by Mr. Wilson and wished him and his future bride all happiness and prosperity.

Replying, Mr. Wilson said that the felt greatly honoured. When he came to Hong Kong in 1920, he acted as second starter and had the opportunity of seeing a trick or two of the Shanghai jockeys. When he became first starter in 1927, he knew what to expect. He announced that H.R.H. the Duke of Gloucester had promised the Club an autographed photograph of himself, which would be passed on to Mr. Lee when it arrived.

The Hon. Mr. W. E. L. Shenton said that all members of the Club were extremely sorry that Mr. Wilson was leaving, and basted the health of Mr. Wilson and his future bride.

Mr. A. J. P. Heard said that as a friend Mr. Wilson was most loyal, as a messmate he was perfectly delightful, and as a starter, he had, in his 27 years' racing experience, come across only one other whom he might say was better than Mr. Wilson.

[Mr. Wilson is in the shipping office, Glen Line, of Messrs. Jardine, Matheson & Co., Ltd. His fiancée is Miss Clark, niece of Mr. R. M. Dyer, another popular sportsman.]

AMERICA CUP

SIR THOMAS LIPTON'S CHALLENGE

London, Yesterday. It is announced that the New York Yacht Club has accepted Sir Thomas Lipton's challenge for the America Cup, the first race to be held at Newport in September 1930.—Reuter.

Date and Conditions

New York, Yesterday. The America Cup race will begin on September 8, 1930, under the rules of the New York Yacht Club. The competing yachts will be 76 foot rating and there will be no time allowance.—Reuter's American Service.

MARQUIS MARCONI

Rome, Yesterday. The King of Italy has conferred upon Com. Marconi (of wireless



name) the hereditary title of Marquis.—Reuter.

The coal produced in New South Wales in 1928, amounted to 9,448,000 tons, as compared with 11,126,000 tons in 1927.

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BRINGING UP FATHER.

A GENTLEMAN LEFT THIS LETTER AND PACKAGE HE SAID IT IS VERY IMPORTANT AND VALUABLE.

VALUABLE?

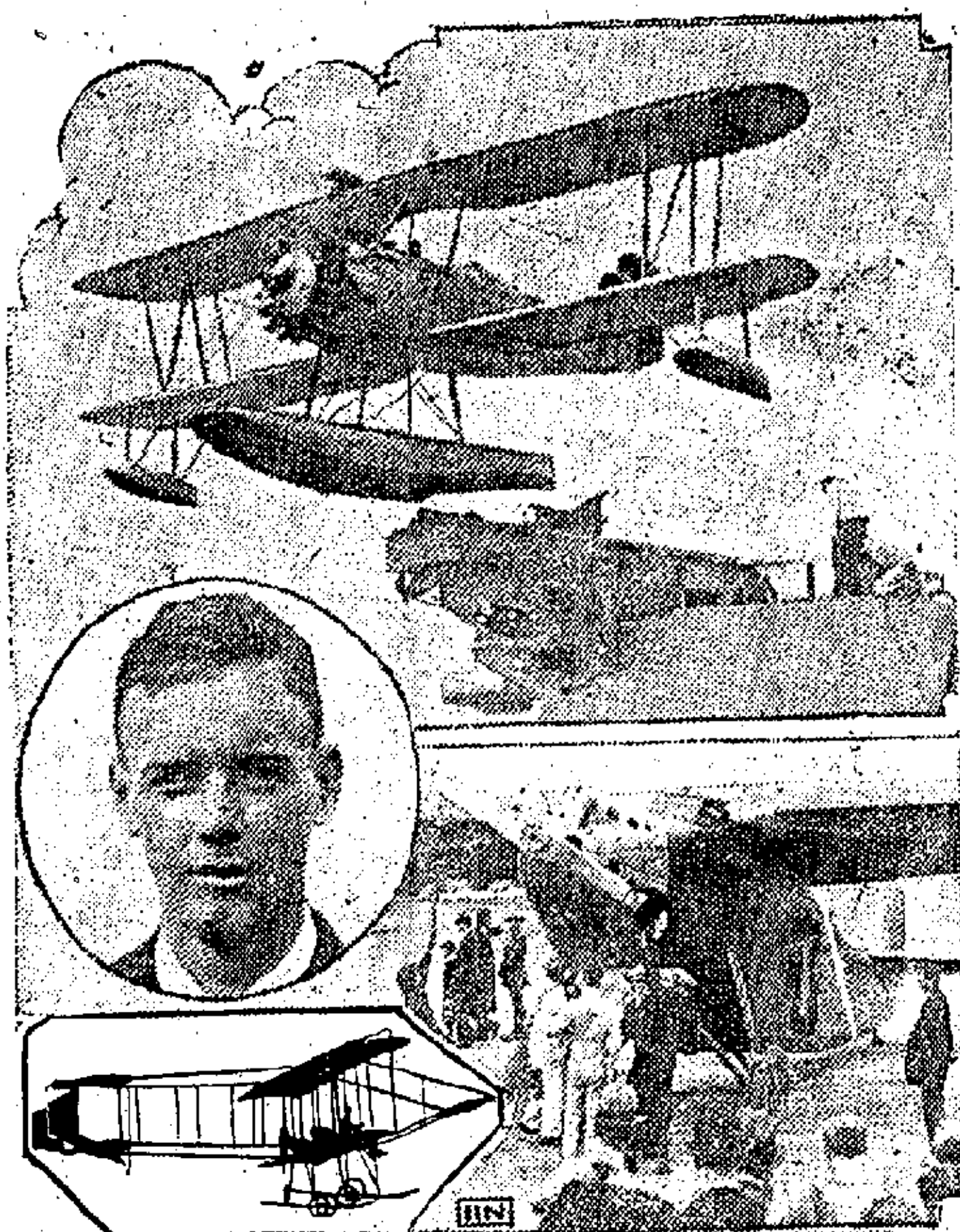
MAGGIE'S NECK LACE WELL THIS IS A GREAT SURPRISE.

AN LETTER FROM WHOOPERS MY GURKINS BACK IN TOWN AN ALL IS WELL SO ALL MY WORRYIN' IS OVER.

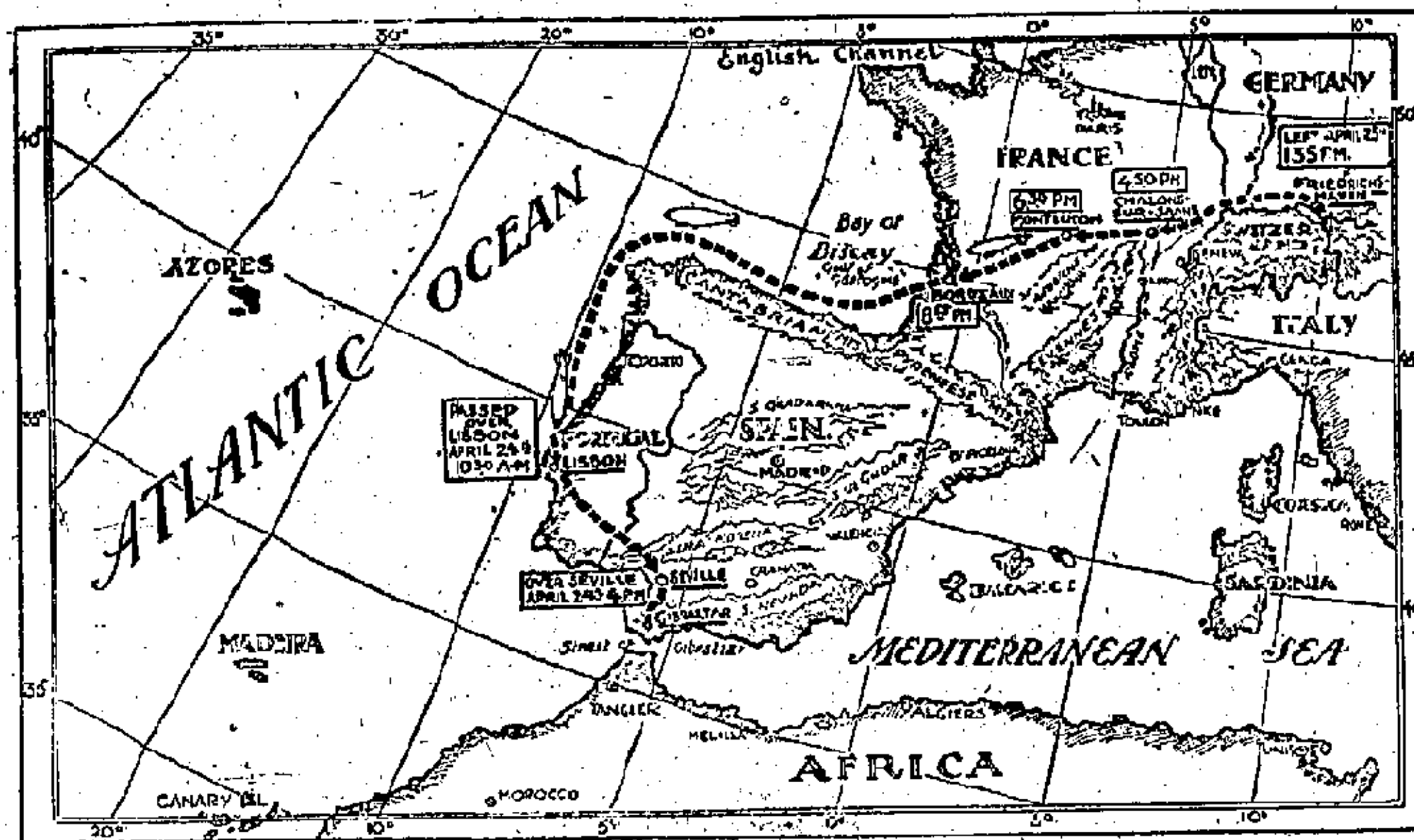
BUT HE DIDN'T SAY ANYTHING ABOUT DINTY, BUT I SUPPOSE HE'LL TELL ME EVERYTHING WHEN HE SEES ME.

5-6

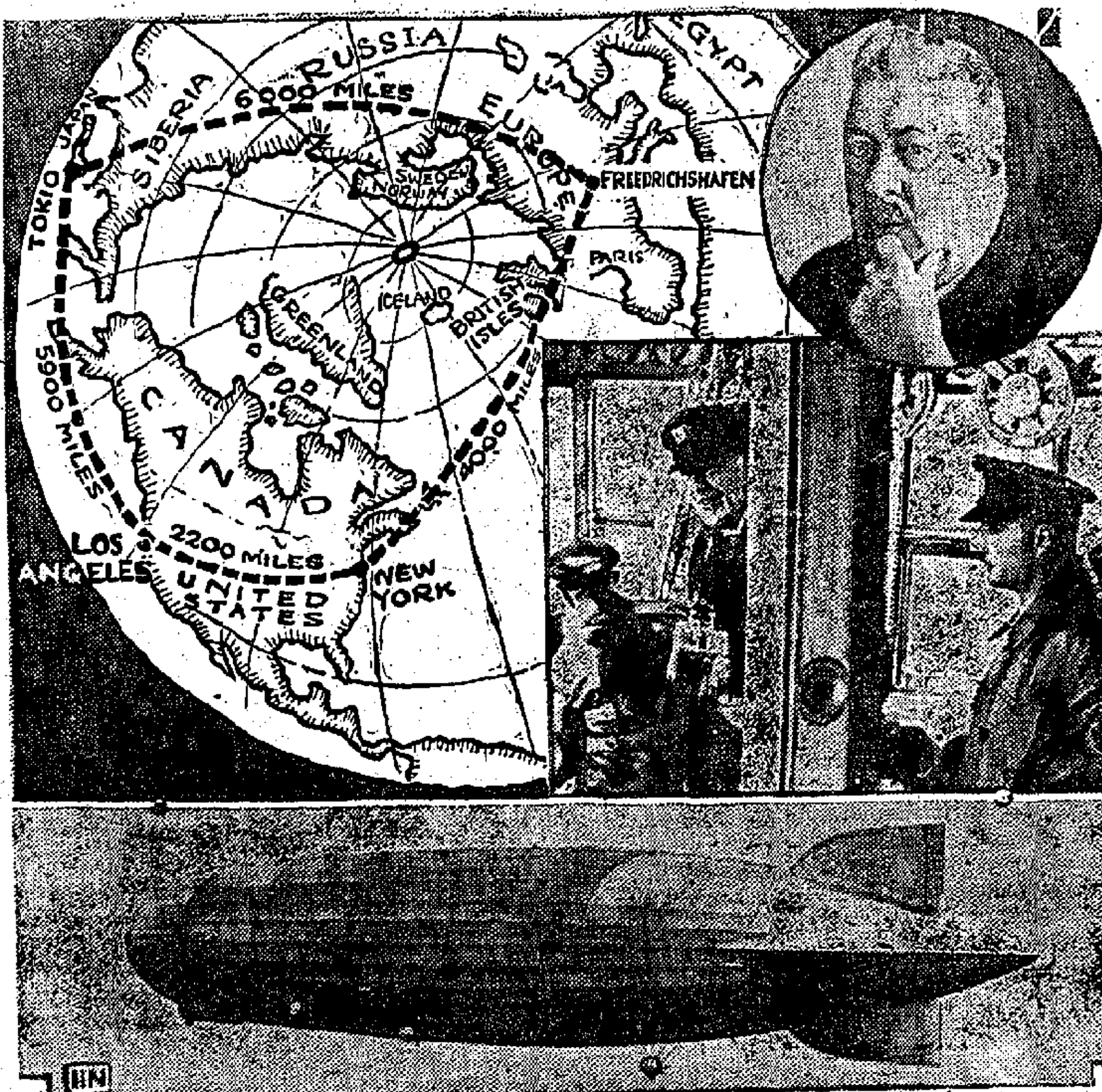
WORLD NEWS IN PICTURES.



Flying Craze.—Above, navy plane being thrown off catapult. Inset, Lindbergh, who has inspired innumerable boys to study aviation. Left, below, is sketch which looks back a few years, when man began to conquer the air in this early Farman biplane. Right, below, mechanics working on the Bernard plane "Yellow Bird," which has just accomplished the Atlantic flight.



Where Air Monarch Flies Over Spain.—This map shows the route of the giant Graf Zeppelin in her flight from Friedrichshafen over the southern part of France and over Spain and back home by way of the Mediterranean. Plans are still being worked out which will take the Graf on a Polar flight and this short southern trip is being made to tune up the ship and give the crew practice.



Early in July the Graf Zeppelin (below) will start from New York harbour on an epoch-making trip around the world, under the personal direction of Dr. Hugo Eckener (insert, above). The map (above) shows the route this famous ship will take on its journey, from the time it leaves the Statue of Liberty and returns to the same spot. Above is a scene in the pilot house of the Zeppelin on its last trans-Atlantic crossing.



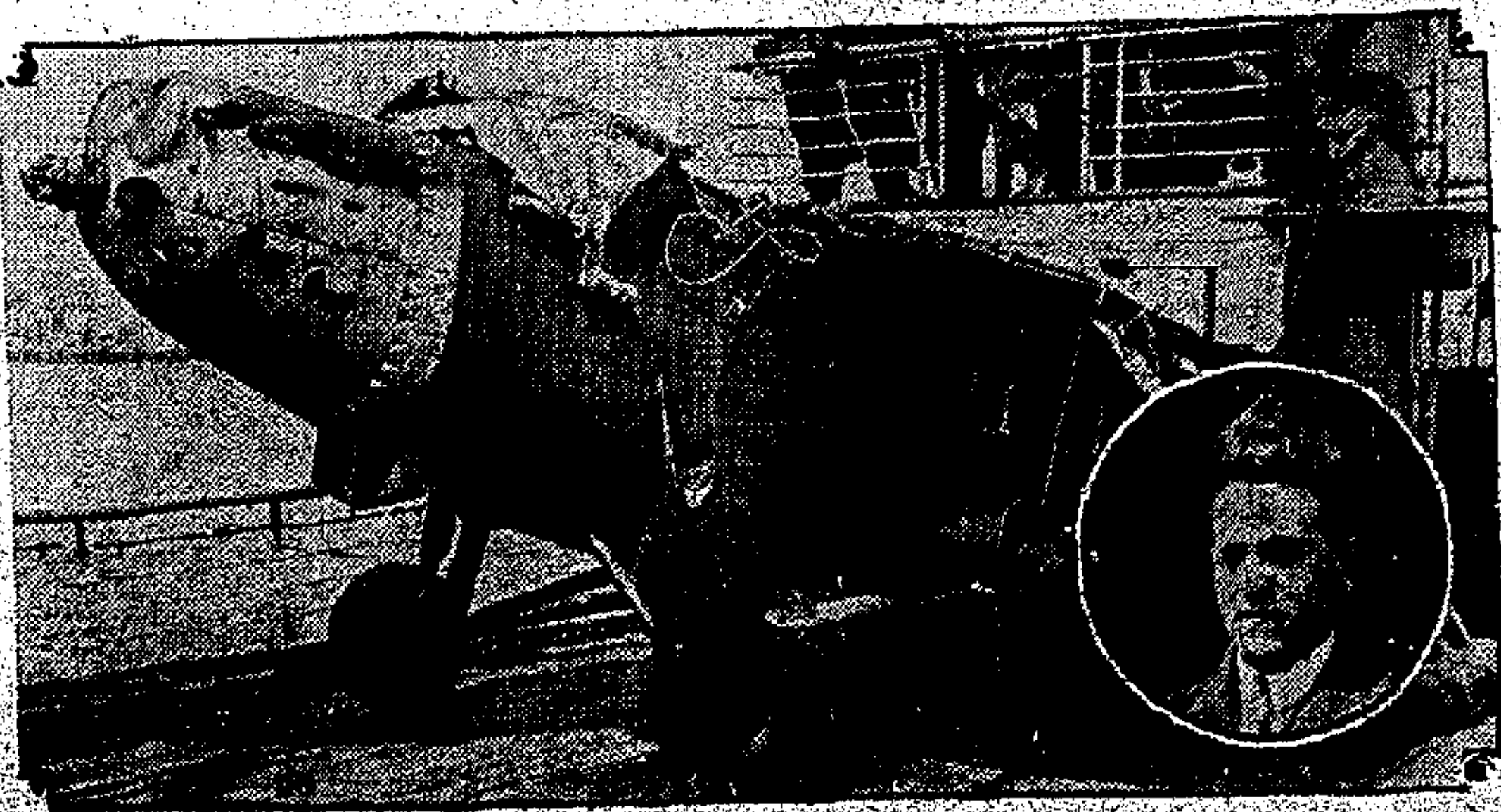
Dorothy Sebastian, Tim McCoy and Charles Delaney, in "The Adventurer"—At the Queen's Theatre, to-day.



A Dramatist.—When the Graf Zeppelin leaves Germany bound for New York, Baroness Lili Hatvany, Hungarian dramatist, who has figured in many social and political exploits in Europe, will be a passenger.



Max Schmeling, undefeated heavyweight boxing champion of Germany, signed on the dotted line at Montreal, just after arriving there en route to the States, to fight Paulino Uzcudun, heavyweight champion of Europe, at Yankee Stadium, New York, on June 27. Left to right, Joe Jacobs, Schmeling's manager; Max Schmeling; Wm. F. Carey, President of Madison Square Garden, and Tom McArdle, match maker of the Garden.



The Bernard monoplane, taken by H. Lefevre, inset, the French aviator, with his flying mate, has hopped off at New York on a non-stop trans-Atlantic flight to Paris.



Norma Shearer



Loretta Young was 14 years old when she played her first love scenes on the screen.

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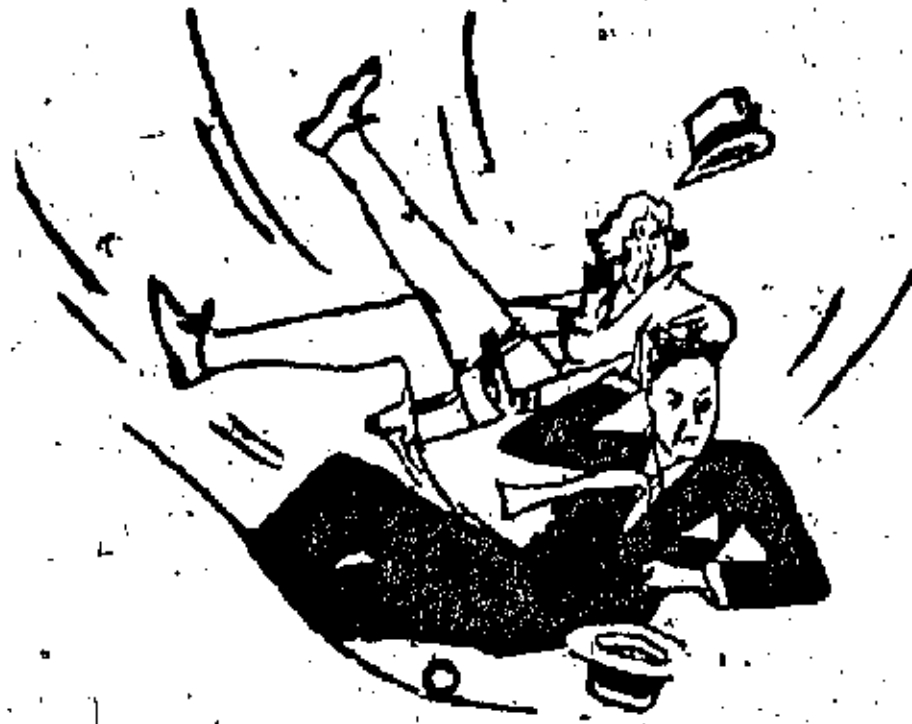
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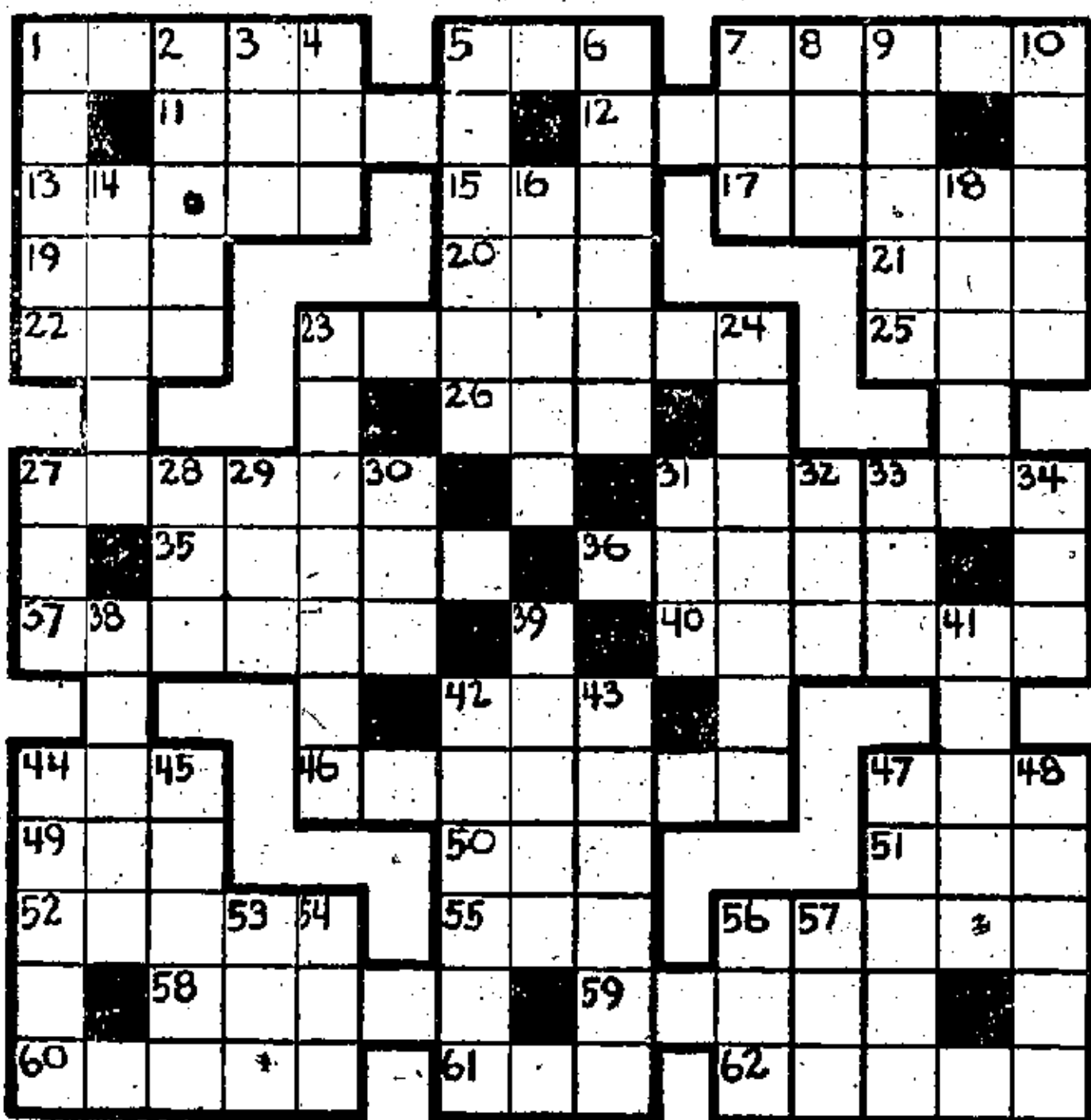
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DAILY CROSS-WORD PUZZLE.

(This cross-word puzzle has been made by an expert but our readers are warned to look out for occasional phonetic spellings, such as harbor, plus, and alpha.)



HORIZONTAL

- 1—A descendant
- 5—A portion of a curved line
- 7—Pace collectively
- 11—An oil taken from walrus
- 12—A famous cathedral of N. E. France
- 13—Ornamental pendant
- 15—Goddess of matricide
- 17—A natural fat
- 19—Anger
- 20—A share
- 21—Suffix denoting one of a part
- 22—Silly, as a fox
- 23—Flexible
- 25—Radical (abbr.)
- 26—A group of persons of the same family
- 27—Guzzled
- 31—More dear
- 35—An Anglo-Saxon
- 36—A province of British India
- 37—The laurel
- 40—A watering place of Belgium
- 42—A Mohammedan
- 43—A game

HORIZONTAL (Cont.)

- 48—Ninth month of the Mohammedan year
- 49—To ripen
- 50—A small river
- 51—Employ
- 52—To ban
- 53—Faction
- 55—Ocean
- 56—Omit
- 58—A city S. W. New Hampshire
- 59—Ashy
- 60—Young hog
- 61—A chess signal
- 62—One fully skilled

VERTICAL (Cont.)

- 16—A polonium
- 18—A public storeroom
- 23—An American
- 24—An American
- 27—Sorrowful
- 28—Venomous snake
- 29—A cottage yell
- 30—The female deer
- 31—A duet
- 32—Amount (abbr.)
- 33—A Scot
- 34—A scepter
- 38—Proverb
- 39—Surfeited
- 41—A water nymph
- 42—Diastole
- 43—Mental images
- 44—Foundation
- 45—A small harmless lizard
- 47—Sojourn
- 48—To bear one's self toward
- 53—A beverage
- 54—To place
- 56—Girl's name
- 57—Covering

(The solution of the above cross-word puzzle will appear in to-morrow's issue along with a new cross-word puzzle.)

MANSION HOUSE

SCHEME FOR REMOVAL OF SITE

London, June 8.
The Corporation of the City of London has unanimously refused the "committee's" request for the removal of the Mansion House from its present site. ("Singapore Free Press.")

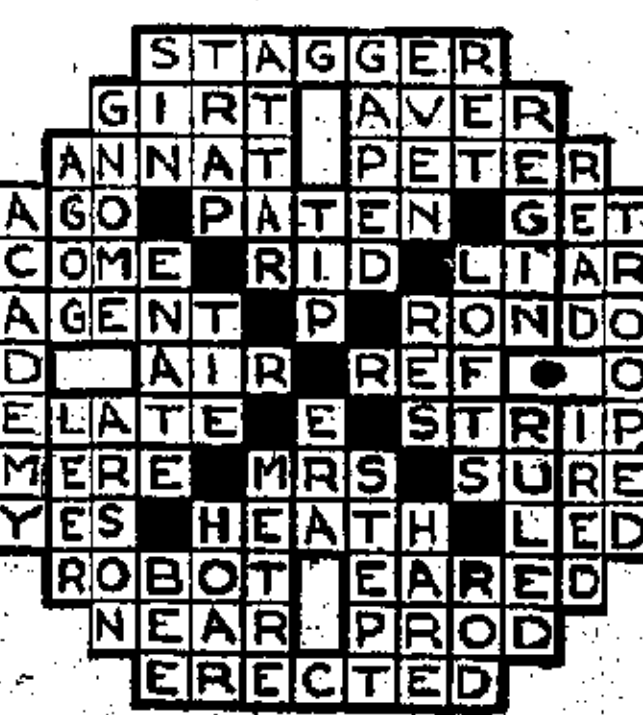
[The Mansion House, the official residence of the Lord Mayor of London, was built on the site of the Old Stocks Market in 1778. The famous Egyptian Hall, which can seat 400 guests was designed by the Earl of Burlington from a description of an Egyptian chamber given by Vitruvius.]

BRINK OF DEATH

RAILWAY COACH CUT IN TWO NEAR DONCASTER

London, June 10.
A remarkable railway accident occurred near Doncaster.
The London-Leeds express dashed into a self-propelled railway coach hitting the front part clean over the embankment.
The rear portion, however, in which were six passengers, just hovered on the edge and remained in safety, the passengers escaping with only slight injuries. ("Singapore Free Press.")

YESTERDAY'S SOLUTION



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OLD MALACCA

AN HISTORIC AND CHARMING TROPICAL TOWN

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No spot in the whole of British Malaya, perhaps in the whole of the East Indies, can vie with Malacca in historic interest and charm, writes Edward E. Long C.B.E., in "Overseas". There is no place like it, where the ancient and modern is blended so delicately that each serves to enhance the beauty of the other. Malacca town to-day is the capital of the province of that name, which is one of the most flourishing sections of the British colony of the Straits Settlements, owing its prosperity to rubber, but the Malacca of the past was far greater than this; it was the first settlement of the Malays on the mainland of what is now British Malaya, who went thither from Sumatra, and from there spread throughout the country, driving its Saki and Senang inhabitants to the jungles and mountains, where they have remained ever since.

Malays had settled in the island of Singapore as early as 1360, possibly earlier, but seventeen years later they were attacked by the Javanese and annihilated. The few survivors fled to Malacca, and the Malays settled there already had, by the year 1400, established a kingdom of sufficient importance to send envoys to China and to be recognised by that nation. The Chinese traded with the Malays and took such an interest in Malacca that we find, in the year 1409, the Imperial Envoy, Chong Ho, bringing to the Malayan Sultan an order from the Emperor of China, and a silver seal, a cap, a girdle, and a long robe. The order raised Malacca to the status of a city, the land was termed a kingdom, and from then onwards, until the coming of the Europeans, Malacca considered itself under Chinese protection.

But notwithstanding this, and the strong incentive to live at peace with all men and to profit considerably by their rapidly expanding trade, the Malays of Malacca, preferred a state of fighting and intrigue, and the annals of the Sultans of those days show a long record of murder and sudden death. Thus Malacca was ready for the strong hand of a newcomer, who came in the guise of the Portuguese.

For nearly a hundred years the Portuguese were unchallenged in their possession by any other European power. The Malays, driven out, established in Johore, in Pahang, and along the coast of Perak and Selangor, and from time to time, often with the assistance of Sumatran Sultans, they harried the Portuguese, who, in spite of this, proceeded with their work of colonisation so thoroughly that eventually the colony possessed a governor's palace, a bishop's palace, substantial Government buildings, a charity hospital, five churches within the town walls, and eight without. Hither came the famous missionary of the Roman Church—St. Francis Xavier—to preach and to set forth on a mission to the further East, and hither his body was brought to rest for a time in the Chapel on the Hill of Our Lady of the Mount; then to be taken to Goa.

The challenge to the Portuguese came from the Dutch. Successful in trading with the Malays who had settled in Johore, and having no wish to interfere with their religion, Islam, they obtained the aid of the Malays in attacking Malacca. Early in 1606 Cornelius Mattheij de Jonge and Steven Vander Hagen, assisted by a fleet of native prahus, stormed the city from the sea, succeeded in landing, and captured some outposts, but the arrival of

a powerful Portuguese squadron from Goa compelled the Dutchmen to withdraw. It was 1640 before the Dutch made a second attempt. In the meantime they had raided the Portuguese frequently from Johore. In the year named, the Governor-General of the Dutch East Indies, Antony Van Diemen, attacked Malacca by sea and by land, aided by the Johore Malays, and after a heroic resistance, during which its population of 20,000 was reduced to 3,500, captured it.

The Dutch Occupation.
For 150 years the Dutch held Malacca. As a trading port it never paid its way but they were content to keep out the Portuguese, and Malacca was a base for the other small stations of the Dutch in Malaya, in Perak, Selangor and the Dindings. Several times the place was attacked by the Malays. Then Napoleon made use of the Dutch Fleet and colonies in the struggle against England, and Malacca town and fort were captured by a British



Lina Cavallieri, Italian soprano and famed beauty, is confined in a Paris hospital suffering from a double fracture of the right shoulder, sustained in a motoring mishap in Paris.

ish squadron and held-in the name of William, Prince of Orange, the Dutch officials being confined in their offices—from 1795 until 1818, when it was restored to the Dutch by the Treaty of Vienna of a few years before. But Malacca was not destined to remain in the hands of the Dutch. They were quite willing to exchange it for British settlements in Sumatra and elsewhere and so a treaty between Holland and England effected the transfer, in 1824, and under this treaty the two countries agreed to set together in the East in a friendly spirit, which has ever been maintained and exists today.

Soon after its cession to the British, a war was fought with the Nanning Malays of the hinterland, who had become troublesome, but from that time until now the history of Malacca has been entirely uneventful; it has been content to dwell on its stirring memories of the past. It has seen Singapore reconstituted and grow from

a more fishing village into one of the great ports of the world, whilst its own trade has remained more or less stationary, and to-day its claim to importance is based not on its facilities as a port, but on its position as the administrative headquarters of the province of Malacca. This ensures its prosperity, but gives it little prospect of any great expansion, and with this Malacca remains content.

For my part I am glad this is so, for it preserves the place unspoiled by the modern commercialism. For those who love the quietness and quaintness of an old-time town, Malacca is a thing of joy. It is curious blending of East and West such as you shall see in few other places in the world, and nowhere more perfectly. The old weather-stained buildings of Portuguese, Dutch and Dutch-Malay lie scattered amongst the ornate houses of wealthy Chinese and modern European bungalows, whilst not far distant are the humble dwellings, bamboo and leaf-thatched, of the Malay.

A hill around which and on which ruins of the old Portuguese and Dutch fortifications still remain, has on its crest the roofless Chapel of Our Lady of the Mount, afterwards known as the Chapel of St. Paul. Therein is a tablet marking the resting place of the body of St. Francis Xavier; there also lie the graves of many a proud Portuguese knight and stout Dutch burgher, the inscriptions on the massive stone slabs, 200 to 300 years old, often perfectly legible. And there I witnessed, on a very special occasion, High Mass celebrated by a Portuguese Archbishop, which was attended by the many poor descendants in Malacca to-day of those mighty captains who fought under Albuquerque, bearing their names and speaking a curiously ungrammatical Portuguese.

Quaint Dutch Houses

At the foot of this hill lies the town, along by a small river, two streets devoted to the houses of the wealthier members of the Chinese community Malacca has possessed from ancient times. They are long and narrow, and back out on to the sea, supported on piles and presenting a strange appearance. Between the hill and the sea, along a coastal road, are the Government buildings and residences of the principal officials, chiefly picturesque old Dutch houses with spacious gardens, looking over to the sea close by, the small pier and the little verdure-clad island in the Roads—from which Dutch batteries once stormed and silenced the forts of Malacca.

There is a pleasant green-carpeted square, with quaint Dutch houses round it, and on the slope of the hill the old Dutch Stadt House, where once the Dutch governors lived, now the Malacca Law Courts. In the mercantile quarter are few—very few—modern erections, and all around are small hills, with Mount Ophir, over 4,000 feet high, towering in the distance, pleasant walks and interesting villages, wherein you may meet Malays of proud bearing with traditions of 500 years behind them, clad in bright sarong and quieter baju, encounter families progressing to their destination in picturesque bullock-carts, and then hurriedly give way to a motor car rushing past on the good hard "treated" road to distant Seremban. And at sunset, as you go off by launch to your steamer, you will glide past the fishing fleet, putting out to sea, alive with colour, as it put out under Albuquerque, under Van Diemen, as it will put out, symbol of Malaya and its people—in the years yet to come.

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Women are wonderful, but when they seek to invade forbidden territory—that's something different, or at least, that's what directors of the Indianapolis Speedway contend. Speedway authorities heretofore have fairly glowed as women have poured through the turnstiles, but the mention of women today makes them shudder.

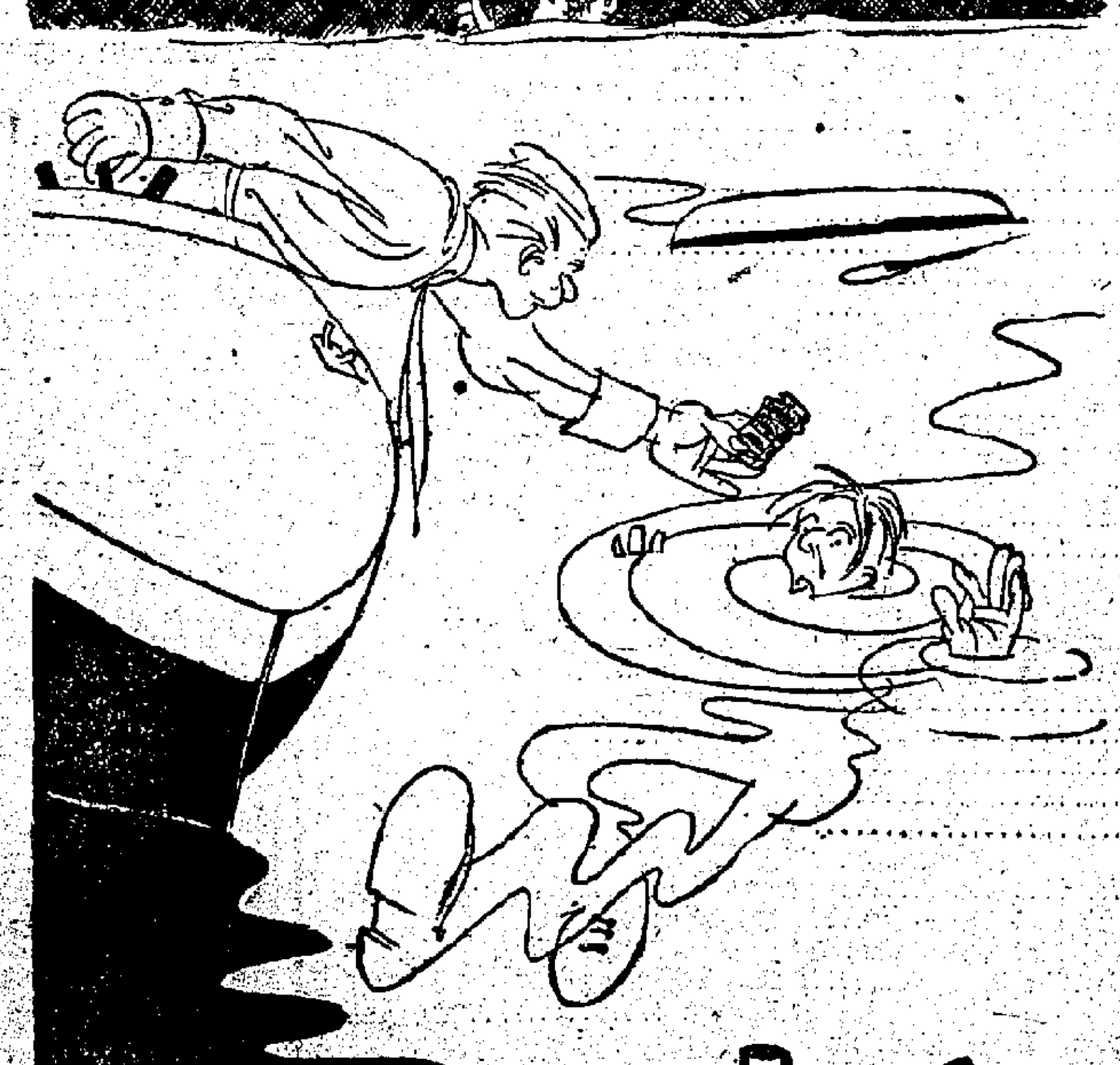
And all because a woman, Alice Hoffman-Trobert, American born adopted daughter of France, sought to "crash" the pit and paddock section of the Speedway as director of Louis Chiron's attempt on May 30 to wrest the speed crown from Yankee drivers.

Alice Hoffman-Trobert was born in Hartford, Conn., but at the age of two years went to France with her parents. She is delightfully effeminate in private life (and that's where the shoe binds with the Speedway officials), but a wild rider, far and extremely fast, she resolute while directing a driver's race from the pits.

The Chiron organization sets up that Alice is as essential to Chiron's success as he is to the race. She has kept all of his records, and she is a veteran in the pits and is also in the most nerve-racing race situation. They



point to the exception made for her by German racing executives, to that fatal day at Monza track in Turin, Italy, when 31 persons were killed and when the track authorities were forced to rely on her records because she was the lone person to perform her duties in the midst of the sensational catastrophe. "Unless an rules," said the Speedway officials, "we'll take her case under advisement."



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